



Navy News

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Festival: Anne shrugs off rain p9

Ark's back!

p12

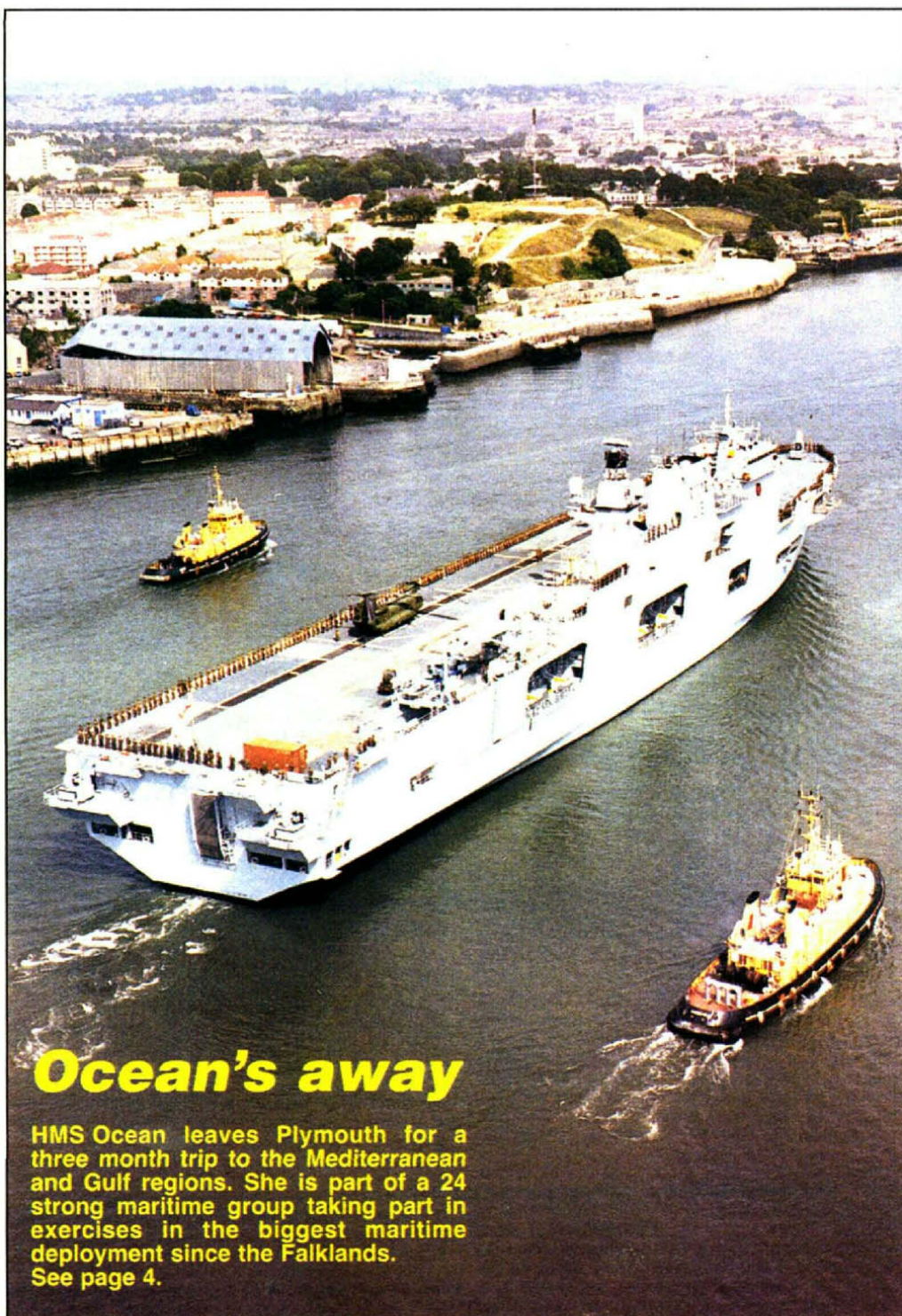


Fishy business

SPOTLIGHT ON THE NAVY'S OLDEST – AND BIGGEST – FRONT LINE SQUADRON p21-23



DRUGS BUST NETS ICE COOL £80M



Ocean's away

HMS Ocean leaves Plymouth for a three month trip to the Mediterranean and Gulf regions. She is part of a 24 strong maritime group taking part in exercises in the biggest maritime deployment since the Falklands. See page 4.

IN SCENES reminiscent of the Royal Navy's all-action recruitment advertisement featuring HMS Sheffield, sister ship HMS Coventry forced drug smugglers to abandon cocaine worth around £80 million following a high-speed chase through cays and mangrove swamps, writes Mike Gray.

Fact mirrored fiction on the evening of September 3 when the Type 22 frigate's Lynx helicopter spotted a 'go-fast' speedboat off the coast of Belize in Central America.

The boat was heading towards Mexico at a speed of 37 knots, and her three powerful engines, drums of fuel and crew of four appeared suspicious to the flight crew.

When the boat repeatedly failed to respond to radio contact, the chase was on.

Coventry, capable of speeds of up to 30 knots, kept in the frame as the speedboat had to slow to refuel, and the warship's Lynx buzzed the boat, forcing it to change course for the reefs and cays which pepper the Belize coast.

The Lynx had to return to the frigate to refuel, and took off again just after sunset to resume the chase. By using infra-red detection equipment, the go-fast was quickly traced and the Lynx was back in the hunt.

Almost an hour after launching from Coventry, the Lynx was on hand as the go-fast, which had weaved and twisted through the sandbanks and small islands of the region, beached in mangrove swamps at Hick Cay, and the four-man crew fled into the surrounding country.

The Navy helicopter then guided two Belize police patrol boats to the scene, where a tonne of cocaine was recovered. Police are still hunting the crew.

Lynx Flight Commander Lt Nigel Cunningham, the Lynx observer, said: "It became very clear very early on that the vessel had all the characteristics of a go-

fast. As is normal with these boats, several large fuel drums were visible on the deck, and there was a central section that could have been used to hide drugs.

"The crew on board were obviously agitated as we put them under pressure."

Commanding Officer of HMS Coventry, Capt Philip Jones, said: "We have sent a very clear message to all those who participate in this deadly trade of drugs."

"This operation saw each element of the counter-drugs effort at sea – warship, helicopter, patrol boats and co-ordinating shore headquarters – being used to best effect."

"It has been a text book example of the way in which many international agencies can work together effectively."

Lord Bach, Minister for Defence Procurement, said: "I am delighted HMS Coventry has achieved such a significant result in the fight against drug-trafficking, and this seizure is testament to the hard work and close co-ordination of the many forces working together to prevent the passage of drugs."

"My congratulations go out to the Commanding Officer and ship's company."

HMS Coventry took over in the Caribbean from HMS Sheffield at the end of July, and should be back in her home port of Devonport at the end of the year.

☐ Turn to page 19

Camperdown ship replica keel laid

FRIENDS of Camperdown House are holding an Admiral's Banquet at the City Chambers on October 11 to mark the 204th anniversary of Lord Duncan's famous victory.

Meanwhile, in Holland it is planned to build a full-scale replica of one of the ships lost from the Dutch fleet after the action in 1797.

The Delft was severely damaged in the battle and was being towed back to England as a prize when she sank in ferocious weather off Scheveningen.

Fifteen years ago a fisherman trawled up some artefacts from the Delft and this led to a

major underwater examination of the the hulk and the setting up of the Foundation for the Historic Ship Delft.

With the help of Rotterdam City Council – which required 10,000 contributing Friends to be enrolled and 30 companies as sponsors – a five-year project to build the replica has now started.

The keel is of solid oak in four sections – and comes from trees found in Denmark that by coincidence were planted almost exactly 200 years ago.

More remarkably still, an elderly lady was

found nearby who is a direct descendant of the Delft's second-in-command. At the unveiling of the keel she presented a locket with a miniature painting of her ancestor – while Cdr Hilary Foxworthy presented a 'Camperdown Plate' on behalf of the Lord Provost of Dundee.

A Friends organisation has also been set up in Dundee, where a statue of Duncan was unveiled in 1997.

● Detail from *The Victory of Duncan* by J. S. Copley, courtesy of the Trustees of the National Gallery of Scotland.



Degree scheme gets off to a flying start

A NEW in-Service degree scheme for RN aircrew was launched at the Armed Forces Careers Convention at Sandhurst last month.

TON UP FOR HOLLAND BOAT

HOLLAND I, the Royal Navy's first submarine, will celebrate her 100th birthday on October 2 with free entry for visitors.

Built in 1901, the vessel foundered on her way to the breaker's yard in 1912 and was recovered from the seabed in 1982.

Now proudly housed in a purpose-built gallery and exhibition centre at the RN Submarine Museum at Gosport, she has been attracting thousands of visitors since she went back on display in the summer.

Museum Director Cdr Jeff Tall said the boat had great international significance, being the only surviving example of the work of the Irish designer John Phillip Holland and the forerunner of all modern submarines.

"It is fitting that the submarine has gone back on display just a few hundred yards from where she first saw service with the Royal Navy," he said.

"We have come a long way since those pioneering days. When you think of the power and complexity of a modern submarine, and compare it with the Holland I with her crew of seven men and three white mice, it is a tremendous achievement."

Trafalgar Day at Exeter

THIS year's Trafalgar Day Service in Exeter Cathedral will be held on Sunday, October 21 at 11.30a.m.

All who love the sea, ships and sailors are welcome – not just those connected with the RN.

The Band of HM Royal Marines Commandos will play and there will be a parade of Sea Cadets marching from Eastgate to the Cathedral. Part of the collection will go to the Mission to Seafarers.

The 'Flying Start' scheme provides academic accreditation through the Open University of the training undertaken by RN aircrew.

It follows on from the pioneering work done in this field by the Royal Air Force through their 'Best of Both Worlds' scheme launched in August last year.

Announcing Flying Start, Commodore Simon Goodall, Deputy Chief Executive of the Naval Recruiting and Training Agency, said that to obtain an Open University degree it was necessary to gain 360 credit points through the successful completion of various modules.

The OU had accredited RN flying training, enabling aircrew to gain a significant amount of the points needed towards a degree merely by completing their training.

"Our aircrew will then be required to make up the gap through individual study from a range of modules. Depending on the student's choice, this can lead to the award of a general OU

degree or to a degree in a named subject.

"With the introduction of the Flying Start scheme, young men and women will be able to join the Royal Navy as aircrew straight from school and instead of attending university.

"However, they will not miss out on the chance of obtaining a degree – indeed, they will be able to start earning credits from the moment they join Dartmouth.

"It will be no pushover – our aircrew will have to find the time to study between busy operational commitments. However, we will offer them all the support we can and provide them with a grant of up to £2,075.

"The advantage for the Royal Navy is that we will be able to attract people who aspire to be aircrew even younger, train them and provide them to the front line while their physical motor skills, which are essential to master a high performance aircraft, are at their best."

Pension Society now open to all

THE OFFICERS' Pensions Society has changed its title to 'Forces Pension Society' and opened up its membership to all ranks, serving and retired, their widows, widowers and dependants.

Founded in 1946, the Society has always worked for the benefit of all ranks, but until now only officers were allowed to join.

Now all ranks can become members for just £20 a year (£9 for widows).

Pensions Secretary Lt Cdr D. T. Marsh told *Navy News*:

"This major change in the Society's ethos has been sanctioned and supported by the Deputy Chief of the Defence Staff (Personnel) Air Marshal Sir Malcolm Pledger and by the Second Sea Lord Vice Admiral Sir Peter Spencer – even though the Society often challenges the MOD party line."

"We have negotiated exclusively with the MOD that our members will have complete access to all benefits currently available to serving members of the Armed Forces via the *Forces Discount Brochure*.

"Even if our work doesn't affect

you right now, there may well come a time when it will.

"Take, for instance, the current MOD pension review – are you confident the new scheme will be better than the old for you? Will you know what action to take when offered the choice of staying with the old or going with the new?"

Today the Society has around 50,000 members. Independence from the MOD allows it to campaign vigorously to maintain the quality of the Armed Forces Pension Scheme and to have injustices and anomalies corrected.

Recent examples are its War and Service Widows' campaigns in 1989 and 1995 which secured important changes in legislation.

Write to the Membership Secretary, Forces Pension Society, 68 South Lambeth Road, Vauxhall, London SW8 1RL or call 020 7820 9988 for further details and application forms.

Picture: LA(PHOT) Mark Hipkin



Rare bird, Gloucester

TAKING up the famous "flying" position from the film *Titanic*, Commanding Officer of HMS Gloucester Cdr David Heley fronts up a ship's company picture on passage in the Indian Ocean, from Diego Garcia to Penang.

During her seven month deployment, the Portsmouth-based Type 42 destroyer took part in a major series of exercises with the countries that make up the Five Powers Defence Arrangement – Britain, Singapore, Malaysia, Australia and New Zealand.

More unusually, she helped out the Mauritius Wildlife Foundation with important construction and maintenance work.

About 100 of the ship's company were involved in work at the wildlife sanctuary for protected species of Ile aux Aigrettes – home of the endangered pink pigeon.

They built aviaries for the pigeon and other endemic Mauritian species such as the Mauritian kestrel, Echo Parakeet and fruit bat and an enclosure for turtles.

Other work included repairing a jetty and

building a footpath.

Funding was provided jointly by the French Embassy and the British High Commission.

The Foundation itself exists to protect rare species on the island following the most notorious extinction of all, the Dodo – of which the pink pigeon is its closest living relative. There are just 40 of them left on Ile aux Aigrettes.

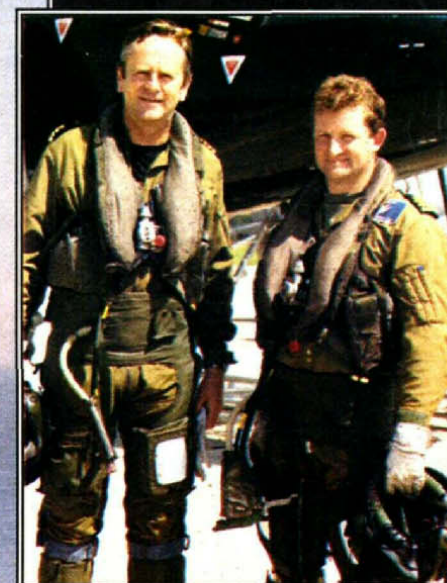
Said Weapon Engineering officer Lt Cdr Steve Morgan: "Everyone worked really hard and we achieved a great deal in a short time. People felt they were achieving something important in helping to preserve a wildlife heritage unique to Mauritius."

HMS Gloucester was there in company with the French frigate FS Floreal – the first Franco-British visit to the island since the Battle of Vieux Grand Port in 1810 and the 13th port visit of the deployment.

Many goodwill visits and activities took place, including sport against the local Mauritius Special Defence Force.

HMS Gloucester returns to Portsmouth this month.

YORK DOES A DOUBLE TAKE



FAMILIES Day in HMS York saw an aerial display by a Harrier T8 of 899 Squadron, based at Yeovilton.

The aircraft was flown by Cdr Dickie Payne (right), latterly the ship's Executive Officer – and in the passenger seat was one of York's former Commanding Officers, Capt Steve Cleary, now Assistant Director Joint Warfare.

A Hawk flown by Lt Cdr Clive Baylis RNR, a previous CO of 801 Sqn and now a First Officer with Virgin Atlantic, provided the photo chase.

New hands-on exhibition at College

Greenwich looks back through the 'Navy years'



Periscope view

THIRTY teenagers from Limekilns, Pattismuir and Charleston in Fife visited the nuclear submarine HMS Sceptre in Rosyth Royal Dockyard as part of the local Gala Celebrations, fostering ties between the Royal Navy and the local communities.

They were given an in-depth tour of the submarine by the ship's company as part of a day full of activities.

Other events included a visit to HMS Caledonia, the RN establishment at Rosyth, where they were given a presentation on the Royal Navy in the 21st century.

They visited the establishment's gym where they took part in swimming and games and attempted the RN Fitness Test. In the afternoon the visitors were given Personal Leadership Task exercises to complete, with an award for the best team.

HMS Sceptre arrived in Rosyth in May 1997 and has undergone a four-year refit. She is due to sail at the end of the year.

THE GREENWICH Foundation for the Old Royal Naval College is chasing RN memorabilia for a new hands-on educational resource to be launched early next year.

The College is keen to show what life was like during "the Navy years" (1873-1998) and in putting together the exhibition is looking for information and artefacts that relate to the people who were working or training on the site during this period.

It is especially hoping for donations such as Naval uniforms, photographs, mess books, medals, letters and personal recollections.

The collection of Naval memorabilia will be used as part of a series of hands-on activity workshops that will teach inquisitive youngsters about life at the former officer training centre.

It is expected that the workshops will prove to be a big hit with schools and youth groups and a popular addition to the education services already offered by the site.

David Green, Visitor Services Co-ordinator for the Old Royal Naval College said: "We regularly receive enquiries about what life was like at the College when the Navy was here. We aim to demonstrate this fascinating era to schools through hands-on activity workshops, where youngsters can learn about the past by actually handling items from history."

"As handling sessions are such fun, they prove to be a highly effective way of learning."

The workshops will offer groups

a personal service from a trained and enthusiastic guide and will be a valuable aid to classroom learning and the national curriculum. Groups will also be given the opportunity to explore the magnificent Painted Hall and Chapel, as these areas were important to the everyday lives of the College's residents.

Anyone wishing to donate an item should in the first instance contact Rachel Dickenson or David Green with a description of the proposed donation.

Tel 020 8269 4762 or 020 8269 4791 or write to Foundation House, 2 Cutty Sark Gardens, Old Royal Naval College, Greenwich SE10 9LW.

Swansea in salute to Scott

HIGHLIGHT of HMS Scott's six-day visit to her affiliated town of Swansea was a luncheon hosted by the Captain Scott Society.

The Society has an annual dinner based on the menu from a dinner held in Cardiff in 1911 the night before Scott's expedition team left for the ill-fated trek to the South Pole. This featured strongly in the opening chapter of Beryl Bainbridge's novel about the expedition, *The Birthday Boys*.

During her visit parties enjoyed the chance to tour the unique survey ship, including local police, fire brigade, Coastguard, air ambulance team and RNR/SCC units.

The Lord Mayor, Cllr R. Francis-Davies took a very personal interest in the success of the visit which came after ten months operating in the Indian Ocean and Mediterranean.

At her berth at Kings Dock the ship held an official reception for him and for members of the Captain Scott Society, the Worshipful Company of Water Conservators and TS Scott, the ship's affiliated Sea Cadet unit.

Completing a period surveying in the North Atlantic, HMS Scott was due in her home port of Plymouth on September 28 for the first time in over a year – and then off again after a two-week intensive training period to the Indian Ocean, where she will remain until returning to the UK in April 2002 to start her first major upkeep period.

The ship uses a unique three-watch rotation manning system which enables her to remain at sea and to achieve over 300 days operational time per year.

She is the only Deep Oceanographic Survey Vessel in the western world which utilises a high resolution multi-beam sonar system, enabling her to accurately survey huge tracts of the ocean.

Argonaut 2001 ships fulfil busy exercise schedule as they head East



● The amphibious element of Exercise Argonaut 2001 steam in formation.

Training takes high priority

SHIPS of the Exercise Argonaut 2001 task group have already achieved plenty of useful training – long before the scheduled start joint-Service Exercise Saif Sareea in Oman, the highlight of the deployment.

The first of the three elements of the Royal Navy's maritime task group, the mine countermeasures force, left Portsmouth in mid-August.

The four ships – Quorn, Inverness, Walney and Cattistock, supported by RFA Diligence and coastal survey ship HMS Roebuck – have already made several port visits, including Mallorca.

While in the Eastern Mediterranean, the group conducted intensive training sessions with teams from Flag Officer Sea Training (FOST), and as Navy News went to press the ships were heading south in the Red Sea.

Next to leave the UK was the

amphibious task group, led by assault ship HMS Fearless.

Also featuring helicopter carrier HMS Ocean, landing ships RFA Sir Tristram, Sir Bedivere and Sir Galahad, as well as support ships Fort Rosalie, Fort Austin and tanker Oakleaf, the group spent a week training off North Devon in Exercise Channel Wader in order to give Royal Marines and ship's companies a chance to go through their paces.

Less than a fortnight later units of the carrier group, led by HMS Illustrious, left the UK.

Frigates, destroyers and two nuclear submarines, plus tanker RFA Bayleaf, complete the maritime task group. Rear Admiral James Burnell-Nugent, Commander of the UK Maritime Forces, flies his flag in the carrier.

Ships of the carrier group have been conducting port visits in the Med, while the amphibious group split into two, allowing elements to train with Turkish forces and off

the coast of Cyprus.

Coastal survey ship HMS Beagle is heading for the Gulf for her final deployment.

Although not part of Exercise Argonaut, the ship did preparatory work for Saif Sareea last year.

See the Navy News website, www.navynews.co.uk, for the latest news from Exercise Argonaut 2001.

RFA rescues 20 from boat

A ROYAL Fleet Auxiliary supply ship on Exercise Argonaut has rescued 20 people from a sinking boat in the Mediterranean.

The Captain of RFA Fort Austin, Capt Chris Knapp, received an emergency call, and within 15 minutes one of three Sea Kings of 845 NAS on board was on its way to a point 100 miles off Gibraltar.

The helicopter crew – Lts Robert Fisher and G. Spence and Royal Marines Corporals D. Anderson and S. Goodman – arrived to find 20 men in a Zodiac inflatable craft which was drifting and in danger of capsizing.

All 20, believed to be Moroccans, were winched on to the Sea King in an operation lasting 30 minutes, and flown back to the ship. They said they had been adrift for two days.

Fort Austin passed the 20 on to the Spanish authorities at Cartagena.

● HMS Illustrious alongside in Valetta, Malta.

Picture: Mr D.A. Butler.



Welfare package gets trial in desert

EXERCISE Saif Sareea will not just be a proving ground for troops and equipment.

The joint-Service exercise, involving 21,500 UK personnel, will also be the first real test for a new Operational Welfare Package (OWP) which was introduced in April this year.

A review of operational welfare provision was completed in late 1999 as it became apparent that such provision had become inconsistent as the number of operations in different theatres increased.

The review concluded there was a need for a single, balanced and comprehensive package, and following negotiations and the provision of extra funding, improvements were announced in April this year.

As a result, all personnel and units deploying outside UK waters continuously for two months or more, or deploying into an operational theatre, under Permanent Joint HQ OpCom for seven days or more, should be issued with an OWP guide specific to that the-

atre.

Exercise Saif Sareea will attract the main elements of the OWP – but in order to ensure all Service personnel are aware of their rights, policy staff are embarking on a publicity campaign to coincide with the Oman exercises.

The results will be assessed after Saif Sareea to see where lessons could be learned.

Following on early next year will be a major study into welfare support and facilities for the dependants and families of deployed Servicemen and women.

The OWP consists of a basic 'menu' of facilities which can be tailored to meet the specific needs of personnel in any operation, thus ensuring they receive the right level of support at the right time.

This replaces the ad hoc welfare arrangements which had developed, and covers facilities such as communications with home (including 20 minutes of free telephone calls each week, free e-mails and e-blueys), publicly-funded laundering of uniform clothing, publicly-funded newspapers and books, NAAFI/EFI facilities and leisure and fitness equipment.

Unaccompanied personnel appointed or drafted to the Falklands are now in receipt of the OWP.

Further details of the OWP are available as follows:

For RN personnel, details are contained in RNTM 100/01, which can be found at <http://fleet.chots.mod.uk/cincfleet/in dex.htm> under the library short-cut.

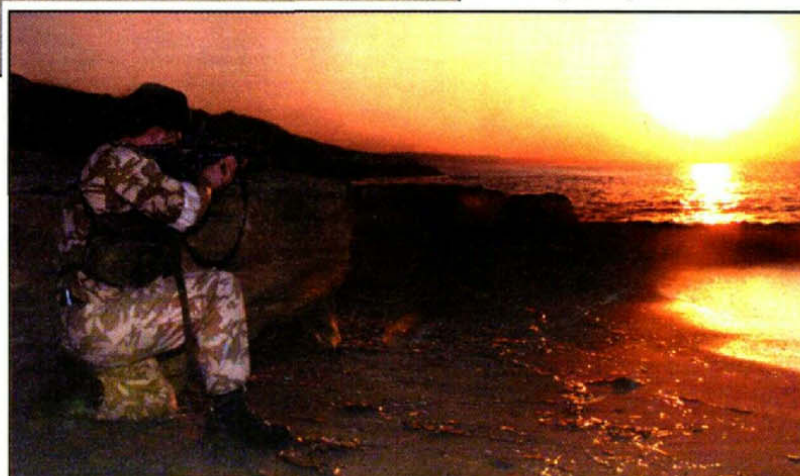
For Services personnel involved in Exercise Saif Sareea, the provision of welfare facilities can be found at:

http://fjchq.chots.mod.uk/ex_ss2/operational_welfare_package.htm



● Above: Sea Kings from the Tactical Air Group of the Amphibious Task Group offload personnel and equipment in Cyprus.

● Right: A member of 40 Cdo on exercise in Cyprus in preparation for Exercise Saif Sareea in Oman.



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Letters

JACK

BY TUBS



Grimsby memorial

REGARDING your report about the memorial to the Royal Naval Patrol Service unveiled at Grimsby on September 2 (July issue), it is, I believe, correct to say that this is the first of its kind in that town to commemorate the men of the RNPS who died during the world wars.

However, it is not the first memorial in the country to commemorate such losses. There is already one at Lowestoft, the central depot for the RNPS in World War II.

The Lowestoft memorial, which was unveiled in 1953, consists of a column rising from a circular base 40ft in diameter, 50ft high and surmounted by a bronze galleon. Around the base are 17 bronze panels bearing the names of the 2,385 officers and men of the RNPS, aged from 16 to late 60s, who have no known grave but the sea.

But this is not the full story. There were many from the regular Naval depots around the country - of the RN, RNR, RNV, RNV(W)R and Hostilities Only personnel - who were drafted into the RNPS and were lost at sea. Their names do not appear on the memorial at Lowestoft but on memorials at their respective depots - Chatham, Portsmouth etc - and therefore the actual number of personnel lost at sea whilst serving with the RNPS is considerably more than the figure quoted above.

Your report also mentions 39 vessels of the RNPS sunk by enemy action. I do not know how this figure comes out unless it refers to the number of vessels lost while working out of Grimsby. Certainly the number lost all told was considerably greater.

The RNPS was formed at Lowestoft in 1975 and various affiliated branches developed at ports around the country. Grimsby, with its large fishing industry, being one of the biggest.

For reasons of their own, the members of the Grimsby branch decided in the autumn of 1999 to disaffiliate from Lowestoft and establish themselves as a separate entity styled "RNPS Veterans, Grimsby" - and they initiated and planned the new memorial there. - **M. G. Robinson**, Minehead, Somerset.

Questions of brooms and sloops . . .

THE EXCELLENT Nelson Decade article by Colin White about Nelson's defeat at the hands of the French off Boulogne brought to mind something I was told on my very first visit to London in the early Thirties.

Our school party had been visiting the Tower of London. On the Embankment, close to Traitor's Gate, I clearly remember our attention being drawn by a guide to a Dutch vessel which was lying alongside a quay close by.

She was "flying" a broom which had been hauled to the top of a flag halyard. We were told that this was because the Dutch had been granted the right to do so to commemorate Tromp's victories over our Fleet in British waters during the time of the Commonwealth which followed the Civil War.

At the time, Robert Blake was in command of the Fleet. He was soundly defeated by the Dutch, who had Tromp in command, in battles off Kentish Knock and off Dungeness. After his victories, Tromp announced that the Dutch had swept the British from the seas!

I wonder if any Dutchmen visiting our ports still exercise this right? - **R. Johnson**, Burnley, Lancs.

The Dutch Navy assure me that this is no longer the practice. Another tradition, also no longer maintained, was the waiver of

dues for all Dutch ships entering the port of London. During the great plague of 1665, Dutch ships were the only ones willing to approach the stricken city with supplies - Ed.

DURING the sailing era of the 18th and 19th centuries, a vessel was called a "ship" when it had three or more masts, all square rigged, and commanded by a Post Captain (the equivalent of today's four-ringed Captain).

If the same vessel was subsequently commanded by a senior lieutenant, designated Master and Commander, it was called a "sloop". It was therefore the rank of the commanding officer which determined what a vessel was called, not the type of vessel itself.

Is it right to assume, therefore, that as HMS Victory in Portsmouth is commanded by a lieutenant commander, should it not correctly be called a "sloop", even though she wears the flag of a vice admiral? - **Tony Gorman**, Ickenham, Middlesex.

Skiing in Orkney

I WAS Senior Naval Overseer at Hall Russell Ltd, Aberdeen at the time of the building of HMS Orkney and the other Island Class vessels.

On the contractor's sea trials in Aberdeen Bay, doing anchor trials, beam on to the wind and the sea, with horizontal snow falling across the fo'c'sle, one of my young overseers was standing to port when the ship lurched to starboard and he went "skiing" downhill fast.

He had nothing to hold on to - as he hit the bulwark his hands desperately grabbed it. The ship then righted herself.

We reckoned that Dave's fingernails had left grooves on the underside of the steel bulwark (known as the garden wall) and that he had to go below to change his underwear. - **Jim Jarvie**, Dunfermline.

Pensions Group will cover all costs

A CALL for the RNA to support the Armed Forces Pension Group at their recent conference was defeated after concern was expressed that if the RNA became involved it could find itself facing a claim for costs if the case were lost.

I would like to assure the RNA and its members that the only support we seek is that the RNA continues to allow their members to advertise the Group within the many and varied newsletters that are published.

Provision will be made within the Group to cover all costs that may fall upon it.

The solicitors' costs to date have been met by the members and will continue to be.

Our aim is to establish a right to have Service time between 1949 and 1975 recognised for pension purposes.

We now have over 1,500 members and all Servicemen and women who served between the above dates are welcome to join. - **P. Taffs**, Chairman Steering Committee, AFPG

an affectionate acceptance by the first ship's company - of which I was the Chief 'Pusser'.

During the compilation of the ship's commissioning book, I was asked by the Supply Officer, Lt Mike Lynch, to design the 'alternative' ship's crest.

This I duly completed and I enclose a copy of the original for publication.

The design came from the ship's company's well-deserved reputation for being hard working and even harder playing during our time standing by and the slogan "Made in Scotland From Girders" was poached from IRN BRU, the well-known Scots hangover cure.

The design was also made into embroidered badges and those were prolific on the overalls of the 'clanky' department during the first commission.

It would be interesting to know if the design still survives on board or if the plastic/iron toy bath duck has taken over completely. - **F. Chorley**, BAE Systems, Riyadh, Saudi Arabia.

Original duck



FOLLOWING publication of Lt Prince's letter (August issue) about the presentation of an iron duck souvenir to officers leaving HMS Iron Duke, I am compelled to write regarding the origins of the name "iron duck".

The phrase (actually pronounced 'IRN DUCK'), albeit somewhat derogatory-sounding, was actually coined by the Yarrow Shipbuilders (now BAE Systems) workforce building the ship at their Scotstoun yard and it took on

Butter fingers

READING the letters re HM submarines with guns brought back memories. In 1969 I was attached to the FECDT and happened to be in Paula Tioman when a submarine came in to carry out an exercise.

During the exercise they managed to drop one of the conning tower Bren guns into the water, further amplifying the old adage "The most dangerous thing in the world is Jack with a gun".

The date I recovered the weapon was July 13, 1969 - does anyone know which submarine that would have been? - **Terry Gosling**, Alford, Aberdeenshire.

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information.



Spey awash

YOUR item regarding HMS Spey (August issue) "Quarterdeck awash after taking on 500 Rangers" brought back memories. I enclose a photo of her on convoy duty in 1942, with me as a 19-year-old Acting Leading Stoker at the time. - **G. J. Heritage**, Leicester.



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Letters



Midnight approaches for 'Cinderella Navy'

I READ with interest a very small article mentioning the Boom Defence accompanied by a small picture of a Bar boat.

We were sometimes referred to as the "Cinderella Navy". I was a leading seaman with the Barcarolle, commissioning at Ardrossan in 1945. We carried half a dozen riggers who were responsible for the maintenance, repairs etc for the booms – and there were plenty of them. These riggers had terribly hard and dangerous work which sometimes meant handling the largest of wire hawsers from Rosyth, the head depot.

All the principal ports had booms at their entrances and exits which were constantly manned and controlled by the "boom boys".

The special booms placed around the big ships like the King George V, Prince of Wales etc when at anchor at places like Scapa Flow implied constant attention at all times. Until the "Bar" boats came in, very old, converted Hull and Grimsby trawlers were used and they traditionally did a wonderful job, just as they did with the minesweeping. At one time we had a couple on the

boom across from Shoebury-ness to Minster, Isle of Sheppey – one of the longest of all booms, about seven miles across with two "gates" midstream.

We had quite a big space at Reykjavik harbour in Iceland where we made anti-submarine and anti-torpedo nets which were then loaded on to boom carriers to be delivered to the principal ports. There were even some smaller booms manned by civvies, such as Portland breakwaters. – G. Newstead, Upminster, Essex.

The Boom Defence School was formed at Rosyth in 1925 to teach the skills learned in World War I. It was commissioned eight months after the outbreak of World War II as HMS Rooke – later the name of the parent establishment at Gibraltar.

HMS Rooke played an important part in the Navy's war effort and the security which the boom defences gave to our harbours gave many ships' companies cause for gratitude. It carried out a number of bizarre trials such as the "Swiss Roll", a flexible, floating causeway of wood and canvas designed to carry vehicles.

On July 1, 1946 HMS Rooke was renamed HMS Safeguard.

With the decline of importance attached to boom defences, Safeguard's role gradually changed – until she became the "Pooh Bah" of the Scotland Command, the establishment which handled everything nobody else could take on. It became a base for the Explosive Ordnance Disposal Team, for Naval diving training and for seamanship and leadership training – functions which would continue at HMS Cochrane.

It finally paid off in 1968 – HMS Barbican is seen here laying nets in the Firth of Forth during Admiral's Inspection in that year. – Ed.



Frogmen blew hole big enough for three lorries

REGARDING *ScreenScene* on Italian frogmen in Alexandria harbour on December 18-19, 1941 (August issue), Bob Baker stated that there were no fatalities. To put the record straight, we in HMS Queen Elizabeth, the other battleship involved, did not have time to clear lower deck and several men were killed.

There was a further charge placed beneath an oil tanker. I remember that we had been dragging cables along the ship's bottom all night in anticipation of an attack, but still didn't escape. – W. R. Cullum, Andover, Hants.

AS A survivor of the daring, courageous and highly successful attack, I was serving in HMS Valiant as a midshipman when it took place.

After the war I interviewed Admiral de la Penne and Cdr Marcegaglia. De la Penne was the leader of the attack boats and blew a hole in us through which you could have driven three lorries.

Marcegaglia's attack disabled Cunningham's flagship HMS Queen Elizabeth causing nine deaths. Both battleships were out

of action for six months. Thus the Italians, with only six men, radically altered the balance of sea power in the eastern Mediterranean for a long time.

It is incorrect that the Italians captured by us were incarcerated in a lower deck cabin. They were placed in the cable locker, only feet away from their explosive charge.

You speak of the moral dilemma posed at the time of putting prisoners in danger. No moral dilemma as far as I was concerned. I would rather they were forced to speak and thus give us sufficient warning to enable us to close all watertight doors, rather than that they should be placed in the Ward Room with a cup of tea.

The whole episode is described at firsthand in my book *From Dartmouth to War*, published by Buckland Publications ISBN 0 7212 0853 3. – Adrian Holloway, Stroud, Glos.

● **HMS Queen Elizabeth viewed from HMS Valiant during operations against Sabang, Northern Sumatra in 1944.**



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Training craft aims to lead by example



● HMS Example approaches the Millennium Bridge across the River Tyne as she became the first RN warship to pass beneath.

HMS EXAMPLE has returned to the Tyne after a busy summer deployment – making a little bit of history.

The P2000, attached to the Northumbrian Universities RN Unit (URNU), deployed in June, returning in August.

And as she sailed upriver, she became the first Royal Navy warship to pass under the new Millennium Bridge – the 'winking eye'.

When the bridge was lifted into position last November, HMS Example, an Archer-class patrol boat, had to move to North Shields, as even her modest height prevented her from passing beneath while it was in the 'down' position during build.

But her summer trip took her away from the North East for several weeks.

"We visited more than 25 different ports in the Netherlands, Belgium and the UK," said her Commanding Officer, Lt Jason Clay.

"In the Netherlands we went with HM ships Raider and Explorer to the IJsselmeer, a huge inland lake, which was an excellent operating environment for us. We were thought to be the first White Ensign to go there.

"We were well received by the Dutch and it generated a great deal of interest.

"We also participated in Dutch Navy Days in company with HMS York, and Example had 1,000 visitors in the course of the weekend."

Example officiated at the Admirals Cup off Cowes, and as she headed east, there was a break from her programme as she acted as command

ship for a search and rescue operation off Newhaven, helping to co-ordinate a successful search for two divers.

The Mayor and Mayoress of the craft's affiliated town, Whitby, were entertained when Example called in to the fishing port, after which she returned to her rightful berth at HMS Calliope in Gateshead.

Example and her URNU sisters do not recruit as a primary task – they have a more subtle role to play in the promotion of the Navy.

"We hope to educate a wide range of people," said Lt Clay.

"We are about attracting people who we think, regardless of background, will have something to offer to the unit and a willingness to learn about the Royal Navy, so in future we can see a pro-Service culture among opinion-formers who are well informed about us."

Example's students come from five establishments, the universities of Newcastle, Northumbria, Durham and Sunderland, and University College Stockton-on-Tees.

For Lt Clay his appointment meant a return to his old stamping ground – he graduated from Durham, in the days before the URNU was formed.

There are 51 students in the URNU, sometimes swelled by Naval cadets from Dartmouth, and the P2000 can take 12 students at a time.

Students generally get three training weekends each year, and one of the four two-week legs of the summer deployment, giving them 20 days at sea, in addition to drill nights.

"On board they are gaining experience in leadership, communication skills, navigation and seamanship – it is an introduction to the Navy and the maritime environment," said Lt Clay, a submariner by trade.

It is not only the students who benefit from their time in Example – the ship's company of five, including the CO, get to turn their hand at many aspects of running a ship.

"I have two CPOs, one leading hand and one AB, and one major factor is the multi-skilling they are expected to undertake," said Lt Clay.

"The Executive Officer is a CPO Radar; he's expected to run the catering account, look after health and safety and students' welfare; he also gets involved in training.

"At the other end of the scale is the Navigator's Yeoman, a Radio Operator (Tactical), who now finds himself minding a chart outfit.

"And P2000s are very good at putting the Navy in the public eye. We can moor up in the centre of towns and go to harbours never visited by a warship before.

"A consequence is that the RN generates publicity through our visits to places other ships cannot go."

A typical example of this was when sister P2000 HMS Charger featured in the Lancaster Maritime Festival earlier in the year.

The little ship received 600 visitors in two days, the equivalent to a frigate hosting 12,000 people.

■ Smiles – page 20.

Geordie gunboat comes home

THE CITY of Newcastle's adopted warship has visited the Tyne for the second time in 18 months – but Geordies had plenty of news to catch up with.

Destroyer HMS Newcastle has put in a 40,300-mile global deployment and an extensive maintenance and upgrade period since she last visited her namesake city in March 2000, but this trip was as eagerly anticipated as recent visits to the Great Wall of China and the surf of Hawaii.

And the self-styled Geordie Gunboat proved a huge hit with the public when she welcomed more than 2,500 visitors over the weekend, and her sailors exercised the freedom of the city by marching with bayonets fixed, flags flying and drums beating, preceded by a guard of honour and a Royal Marines band.

The visit was of particular interest to Lt Simon Kelly, who volunteered to be Guard Officer.

Among those cheering the procession were Lt Kelly's mother and 101-year-old grandmother, Florence Knight, who had travelled 20 miles from Whitley Bay to be a guest of the Lord Mayor of Newcastle, Mrs Mary Carr.

"It was a bit of a dream come true for me," said 27-year-old Lt Kelly.

"To come back to Newcastle as part of the ship's company was amazing. I volunteered very early on to be Guard Officer at the parade."

Cdr Steve Pearson said: "Although I have visited the city many times as Commanding Officer, this is my first opportunity to bring my ship.

"The ship's company and I have a tremendous affection for the city, not least because of the amazing welcome that we are always given."

Among the highlights of the five-day visit were the renewal of friendships with a number of the ship's affiliations,

● HMS Newcastle encounters a choppy North Sea as she leaves the mouth of the Tyne.



including the Percy Hedley School for children with cerebral palsy and speech and learning difficulties.

The welcome was not quite so warm for the destroyer's sports team, however – the footballers lost 4-2 to veterans team Tyne and Wear Metro, and a rugby XV lost 25-22 in a hard-fought game against RAF Boulmer.

Newcastle General Hospital, and the local Sea Cadet units, were also on the sailors' list of places to call.

One old friend who was invited back to see his shipmates was Salty Bear, the official mascot of Marine Park First School in Whitley Bay. Salty joined the ship in Bangkok for the second part of her global deployment with Naval Task Group 2000, reporting back to the school about his adventures in places such as Russia, South Korea, China, Japan, the United States and Belize.

Salty brought 25 of his classmates to tour his old ship.

■ Cdr Steve Pearson has just delivered a gift from the Lord Mayor of Newcastle, Tyneside, to her Antipodean counterpart.

Cdr Pearson was part of the all-conquering RN tennis team on tour to Australia, and as CO of HMS Newcastle, was delighted to carry a gift from Mary Carr to John Tate, Mayor of Newcastle, New South Wales.

Cdr Pearson also presented a Scottish and Newcastle Breweries tennis shirt and a Barbour tie – both Tyneside companies who supported the tennis tour and are affiliated to the destroyer.

Cdr Pearson said: "There was a real sense of déjà vu during a tour with the same place names and a very similar history in Newcastle NSW, with mining and ship-building, and now an extensive central redevelopment."

● HMS Newcastle's Guard of Honour. Pictures: LA(PHOT) Paul Punter.



International Festival of the Sea draws 250,000

RAIN OR SHINE, A BRILLIANT DAY OUT

H EAVY rain on the Sunday did nothing to dampen the spirits of the crowds at Portsmouth's International Festival of the Sea – as is clear from the picture here of the Princess Royal, who despite the downpour walked all the route with her husband, Commodore Tim Laurence, and the Chief of the Defence Staff, Admiral Sir Michael Boyce.

The other days were fine, and the event attracted 250,000 visitors and was seen by a worldwide TV audience estimated at 300 million. Three years on from the city's debut – the first IFOS was held in Bristol in 1996 – the festival took on a tri-Service flavour as it also formed the first regular replacement for the Royal Tournament.

The Defence 2001 element saw the Army and RAF stage major displays along the jetties of the base, alongside the Navy, and all three Services were involved in the daily highlight demonstration, when RAF aircraft, including a Nimrod and a Tornado, flew over the base as Army and Royal Marines personnel battled it out with "rebels" in No 3 Basin, protected by Merlin, Chinook, Sea King and Lynx helicopters.

More than 40 naval ships from 11 countries were represented, including the US Navy's new destroyer USS Winson S. Churchill.

But the four-day festival – reckoned by organisers to be the biggest maritime event ever held in the country – celebrated every aspect of the sea, and welcomed more than 500 classic and traditional boats to Portsmouth, from a tiny coracle to 26 Tall Ships.

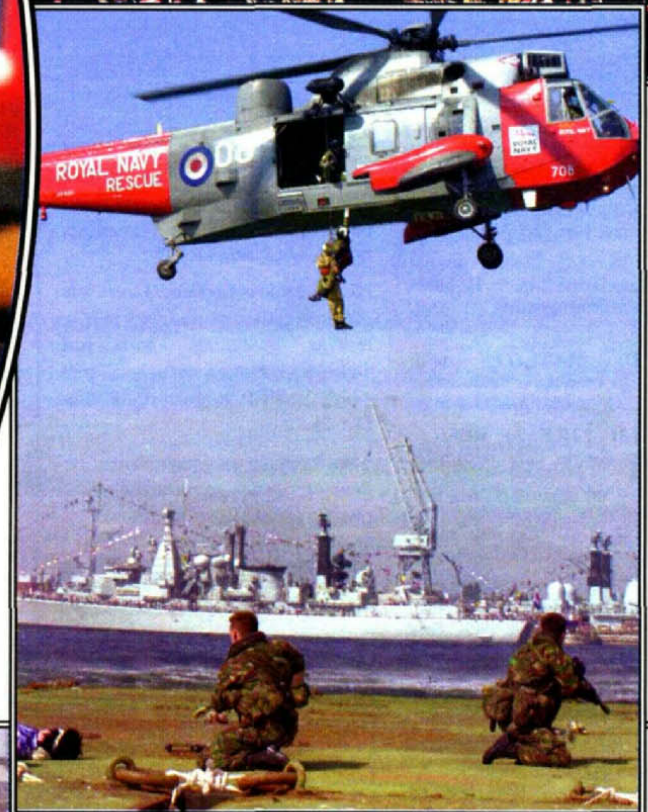
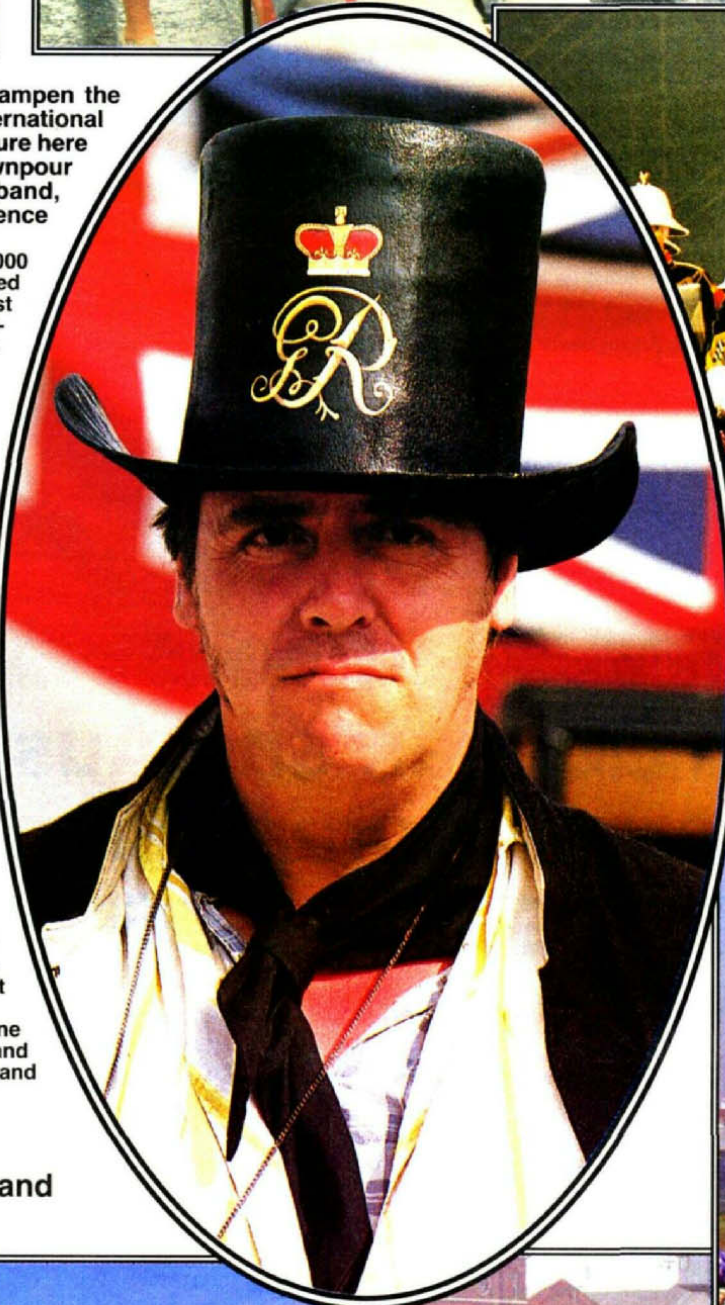
A bustling Georgian street market reflected on the past of the Historic Dockyard, and street theatre and parades ensured everyone had a chance to enjoy the entertainment.

More than 2,000 musicians performed around the base, which allowed visitors into areas normally closed to the public, with music ranging from sea shanties to major concerts by big-name bands.

One of the star attractions, as in 1998, was a Royal Navy aircraft carrier – queuing time to board HMS Illustrious was up to three hours, but the wait was rewarded with a tour around the ship's hangar, featuring several displays (including Navy News!) and on to the flight deck to inspect aircraft and enjoy an elevated view of the festival.

Other displays around the base featured merchant marine activities – from dredgers to cruise liners – diving past and present, the fishing industry, marine sport, traditional skills and the environment.

Pictures by LW(PHOT) Lou Baverstock and CPO(PHOT) Wayne Humphreys





People in the News



● Patrick Harper.

Beginner's luck

A STUDENT at HMS Sultan took full advantage of his first opportunity to enter the RN/RM Sports Lottery – by winning the top prize.

MEM Patrick Harper, who recently started his Part II training in the Mechanics Training Group, collected a cheque for £4,000.

He is due to complete his training next month.

Happy birthday - have a nuclear submarine

THE SUBMARINE Flotilla's youngest Commanding Officer took control of Trident missile boat HMS Vigilant at sea – at the age of just 18.

Local Acting Cdr Stephen 'Ted' Heath assumed the role of Captain of the nuclear missile vessel for the day from Commander Charles Reid, to mark his 18th birthday.

Local Acting Cdr Heath, from Birkenhead, made a spectacularly meteoric rise through the ranks, having joined the Navy less than a year ago as a steward.

Quick to get on with the job, he issued a few summary reprimands

in the Control Room then witnessed Ship Control Officer of the Watch training before inviting two shipmates from the Junior Rates' Mess to lunch in his cabin.

After a briefing he held a Defaulters' Table, weighing into Lt Matt O'Toole for not filling in the wardroom meal selection board and handing down a comprehensive package of punishments, including "one man's rations a day instead of the usual two and one scrubbing-out session in the galley after scrum."

Presiding over Attack Team Training in the Control Room, a successful engagement pleased the new CO no end, and the Officer of the Watch, Lt Jim McGuire, was amply rewarded with a cup of tea and a Wagon Wheel, brought forward by the Captain's PA, Supply Officer Lt Julian Haigh.

Sensitive to the welfare of his crew of 140, who were just coming to the end of a nine-week patrol, he had Lt Haigh shaken whilst off-watch to authorise an issue of ice-creams to the ship's company.

On relinquishing command, Local A/Cdr Heath was afforded the night off to recover from what was a traditional and memorable 18th birthday at sea.

PWO wins sword

THE PRINCIPAL Warfare Officer in HMS Grafton, Lt Cdr Andrew Betton, has been awarded the Wilkinson Sword of Honour as top student on the PWO's course at HMS Dryad. He was presented with his prize by Rear Admiral Roger Lockwood, Chief of Staff to Second Sea Lord.



● Local A/Cdr Stephen 'Ted' Heath takes charge of HMS Vigilant.



● Shiner Wright.

Shiner is a hero again

PETER Wright has hit the headlines for the second time in two years by saving the life of a stricken motorist.

Acting PO Diver Wright (31), known as Shiner, of the Northern Diving Group at Faslane, was on a training course at the Defence School of Transport at RAF Leconfield, East Yorkshire, when he came across a motorist who had sustained minor injuries in an accident, then suffered a heart attack.

Shiner, at the time a Leading Diver, and a Royal Engineer who was with him resuscitated the motorist and kept him alive until an ambulance arrived.

The victim made a full recovery – and arranged for a pewter tankard to be presented to Shiner.

Engraved on it are the words *To LS Diver Peter Wright, who saved my life on 16th November 2000.*

The tankard was presented to Shiner by the Commanding Officer of the Northern Diving Group, Lt Cdr David Turner.

Back in 1999, while at home in Heywood on leave, Shiner chased two young thieves who had robbed a shop, and managed to detain one until the police arrived.

Date at Palace for Elizabeth

A NAVY widow who has spent 22 years working for Drafty has attended an investiture at Buckingham Palace where she was presented with her MBE.

Elizabeth Dean, whose son John is a LCH in HMS Newcastle, has been Course Liaison Officer for the past 14 years at Centurion Building in Gosport.

Her husband, CPO John Dean, died while in the Royal Navy in 1991.

Naval Mass is celebrated

NAVAL students, cadets and personnel from all RN establishments in the West Country have celebrated the Annual Naval Mass.

The Trinity Sunday Mass and reception took place at the Catholic Cathedral of Our Lady and St Boniface in Plymouth.

Msgr Tom Burns, the Principal Roman Catholic Chaplain and Director General of the Naval Chaplaincy Service, led the congregation, assisted by the chaplains serving local establishments.

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HOW TO ADVERTISE: Simply write your message (£10 for up to 10 words. Each extra word £1 to a maximum of 15 words). Send your cheque or PO payable to 'Navy News' to: 'Penfriends', Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box number will be forwarded on daily. (Payment by credit card/switch please use coupon on page 4).

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JULIE, 36, tall. Seeks penpal friendship/relationship. Hobbies travelling/militaria/eating out. **Box Oct 2**

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R.G.N. widowed, (young 40). Seeks genuine Naval penpal, any ships. Photo appreciated. (Westcountry). **Box Oct 5**

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WARM HEARTED attractive professional brunette, 32, G.S.O.H., varied interests. W.L.T. correspond with honest genuine male Officer. **Box Oct 8**

SINGLE FEMALE, 32. Seeks male N/S, SR/Officer/Marine, South coast based for Relationship/Friendship. **Box Oct 9**

ROYAL MARINE 30ish. Tall, dark, goodlooking. WLTM interesting Lady, London. **Box Oct 10**

TRACEY, 36, single Mother, seeks genuine Sailor for Penpal/Relationship. **Box Oct 11**

KAREN 33, Single Mother seeks genuine Sailor for Penpal/Relationship. **Box Oct 12**

ALEX 34, Havin a Bud and chillin out, needs a male penpal. **Box Oct 13**

SAILOR 42, 5'5" seeks female for Friendship/Relationship. South West Area 35+. **Box Oct 14**

JANICE 30, Single, honest, affectionate, loveable Female seeks honest, genuine Male for Friendship, maybe more. **Box Oct 15**

Hi, my name is Lorraine, I have lots of interest's, including music, reading, gardening, sports and athletics. I have a nice local pub which I visit for a quiet drink. **Box Oct 16**

Lisa: Looking for genuine male, for Penpal/Friendship, attractive, fun, photo's please. **Box Oct 17**

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Please note: We can take no responsibility for the nature or source of the replies received.
You must be over 18 to advertise in this column.

German and Australian are honorary Highlanders

A TEAM of sailors, including a German and an Australian, from a Devonport frigate took part in the Montrose Highland Games.

The 21 men and women of Type 23 frigate HMS Montrose were led by Lt Jim Pirrie, from Inverness, who made his debut in the caber-tossing event.

Also in the team were exchange officers Kapitaneutnant Axel Schulz of the German Navy and Lt Chris Smith of the Royal Australian Navy. HMS Montrose, which is affiliated to Montrose and Angus, was visiting her namesake town, and as well as joining in the Games the frigate team helped out at the Special Needs games.

The ship's Commanding Officer, Capt Tony Johnstone-Burt, said: "It's a terrific honour to be able to take part in the games and open it on behalf of Montrose and Angus."

It was only the second visit by the ship to the town, and as the frigate entered the narrow channel, the sound of a piper from the ship's affiliated regiment, the Black Watch, could be

heard across the harbour.

More than 2,500 guests and members of the public visited the ship over the four-day stay.

Family members joined Montrose for the three-day passage back to Devonport.

Ex-CPO heads contract

A FORMER CPO caterer has been chosen to head up a £4 million contract to provide catering and cleaning services to HMS Caledonia in Rosyth.

Richard Richardson is area manager for Eures Defence Support Services, and the four-year contract represents the company's first Naval contract.

Richard (44) was chosen to lead the implementation of the contract because of his strong Service background. He is a RNR member, currently attached to HMS Calliope in Gateshead.

He spent 19 years in the Navy, and was senior catering rate at several sites, including HMS Cochrane, HM Naval base Rosyth, and RNAS Yeovilton.

Admiral hands out the Dolphins

AN AMERICAN admiral was on hand to present Dolphins to members of the crew of HMS Tireless who completed submarine qualification during their boat's Perisher duties.

Vice Admiral John J. Grossenbacher, COMSUBLANT, accompanied by Flag Officer Submarines Rear Admiral Rob Stevens, was in the T-boat for the final phase of the submarine command course. Because the boat was dived at the time, the Dolphins could not be delivered in traditional fashion – in a tot of rum.

Tireless left Gibraltar in May

after repairs to her reactor cooling system, and after an intense period of work-up she embarked for Perisher duties in June, which led into the summer Joint Maritime Course, allowing budding commanding officers to take it in turns as Duty Captain for up to 24 hours at a time, opposing surface units, aircraft and other submarines.

After weapons firings and noise ranging, Tireless, under the command of Cdr Mike Walliker, returned to Devonport to allow the ship's company to fit in some leave and base port time.

● **Dolphins all round:** OM Baz Syrett, OM Dave Willis, Rear Admiral Rob Stevens, Vice Admiral James Grossenbacher USN, OM Nathan Benn, MEM Andy Salmoni and Lt Al Marshall on board HMS Tireless.



People in the News



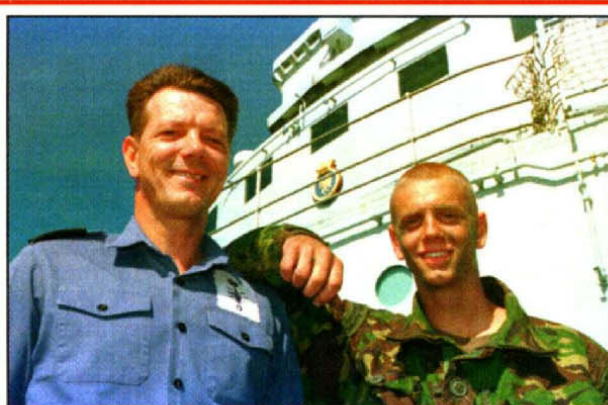
Darren loses fight for life

THE WIDOW of a sailor who died following a long struggle against leukaemia watched as her husband's Long Service and Good Conduct medal was presented at a ceremony at HMS Sultan.

Darren Barton's father Ernest accepted the posthumous award on behalf of Darren's widow Julie and mother Mary.

LMEA Barton (36) qualified for the award by serving 15 years with an unblemished record, and was determined to return to sea.

He had twice put the disease into remission, through two bone marrow transplants, but with an immune system weakened by a four-year struggle for health, he died as a result of multiple organ failure after infections set in.



● **FATHER and son met up when their respective units came together in preparation for Exercise Saif Sareea. CWEM(O) Steve Rule, of the assault ship HMS Fearless, met his son, Mne Ryan Rule, of 40 Cdo, currently serving in HMS Ocean as part of the Embarked Forces. The two Rules met while 40 Cdo carried out exercises on a training package between ships of the amphibious force.**



● **From left: Mitchell Hamilton, LMEM Soapy Watson, CPO Russ Scott and Gordon Walker with Subversion 1 and Clyde the Action Man.**

Subversion plot at Faslane

A GROUP from Clyde Naval Base at Faslane took inspiration from the Submarine Service for their entry to a special *Robot Wars* contest.

Gordon Walker and Mitchell Hamilton, of the Department of Engineering, built Subversion 1 with more than a passing resemblance to a nuclear submarine. It was built in spare time on a tight budget.

Subversion 1 made its first public appearance at the Faslane Fair, where it attracted interest from youngsters, then it went off to war at HMS Collingwood, with the team augmented by CPO George Hyde.

The Faslane robot was up against stiff opposition in robots such as Collingwood's Mega Hurtz and *Robot Wars* veteran Grim Reaper, and Bigger Brother.

The Scottish team lost on the judges' decision in the

first round against Anvil from RAF Kinloss.

Since then the robot has been in refit, with a weapons upgrade just in time for a local heat of *Robot Wars*, which it won through.

The confidence of the team is not high; Mitchell Hamilton commented that "the robot is likely to be coming home in a bin bag."

Collingwood's challenger against the RAF Army, police and fire service was built by POs Robert Bell and Robbie Robson and OM Dave Goscombe, and the team from Fareham was said to be slightly more confident about the forthcoming battle.

Robot Wars has become something of a cult show on BBC2. Presented by Craig Charles, who made his name on *Red Dwarf*, the show features robots beating seven bells out of each other in a series of eliminators.



● **Neptune band members CPO Chris Randall, Ms Gillian McCallan, David O'Hanlon and Ms Diane Hughes with Vice Admiral Sir Jeremy Blackham, president of the RNVB Association. Inset: Johnny Campbell.**

Neptune man captures true spirit of band festival

A VETERAN musician with HMS Neptune's Volunteer Band captured a prestigious trophy at the Royal Navy Volunteer Band Festival.

Johnny Campbell (77) of Helensburgh took the Daedalus Award, presented to the person "best demonstrating the true spirit of the Festival".

The band, from Clyde Naval Base at Faslane, managed a hat-trick of trophies at the Festival, held at HMS Drake in Plymouth.

Alison Bonnar took the Manadon Trophy for best soloist with her performance on the euphonium, while the band was also awarded the

Collingwood Trophy for best drum display.

And despite the problems of marching rehearsals while under attack from midges, Drum Major Adrian Green took third place for his orchestration of accurate wheels and manoeuvres, while the band was just pipped for the title of best concert band.

Bandmaster C/Sgt Craig Burns said: "I was proud of the way the band performed throughout the day, showing professionalism linked with enjoyment and effort."

"The prizewinners in the band deserved their moment of glory, but the band as a team shone throughout the day."

Reservists sweep up on course

TWO RNR minewarfare ratings have become the first members of the Reserve to successfully complete the RNR professional minewarfare course at the School of Maritime Operations (SMOPS) alongside their Royal Navy colleagues.

AB(MW) Paul Adams (HMS Calliope) and SEA(MW) Neil Robinson (HMS Caroline) undertook a series of training modules aligned to the RN OM2 course, but staged at weekends.

Both regulars and reservists joined up for the streamed ship minewarfare phase in the minewarfare section of SMOPS. The Reservists had to pass the same exams and practical assessments as their OM2 colleagues.

Cdr David Crone RNR, Commanding Officer of HMS Caroline, was present at HMS Dryad for the presentation of certificates, and commented upon how well the students had risen to the challenge.

Lt Cdr David Fearnley RNR, head of the RNR Minewarfare Training Group, praised the outstanding co-operation of the minewarfare section staff, who had

conducted the minewarfare training, the RNR officers and Senior ratings who had instructed during the six weekends, and HM ships Middleton and Chiddingfold, which had conducted the two sea weekend training periods.

This marked the end of an 18-month process which saw the Minewarfare Training Group and RTO Lt Lee Thorne RNR work closely with the SMOPS Minewarfare section to design and implement in order to produce highly trained ratings for service in Royal Navy mine countermeasures vessels.

Test pilot post

A FORMER Navy pilot has taken up a prestigious new post at QinetiQ, once known as DERA.

Cdr Christopher 'Charlie' Brown is the new Commanding Officer at the Empire Test Pilots' School (ETPS) – the first Navy man to hold the post since 1969.

Cdr Brown joined the Royal Navy in 1973 and was awarded his wings in 1975. He became a rotary wing tutor at the ETPS in 1998.

Pilots back after injury

TWO Navy airmen who were ejected from their Harrier trainer during a crash have returned to flying duties.

Lt Cdr Andy Walsh and Lt Jim Blackmore were on a training sortie in the Harrier T8 in November at RN air station Yeovilton, just hours after Jim had gone first solo in the Sea Harrier FA2.

The sortie was Jim's fourth in the T8, and was to be his first attempt at hovering.

During take-off on the station's dummy deck, the engine lost thrust and the plane crashed from the top of the ramp.

Both pilots were ejected and landed yards from the aircraft, but sustained back injuries.

Both are now back flying with 899 Naval Air Squadron – Andy teaching new pilots how to fly the Harrier, and Jim progressing as a student, having safely negotiated trip 4 this time round.

Pals reunited

TWO wartime friends have met up again after 56 years – thanks to the pages of *Navy News*.

Joe Griffin saw a notice in the paper from Lennie Church, and realised he was a shipmate he had last seen on board HMS Hogue en route from Liverpool to the Far East in 1945.

Mr Griffin, from Ilford, agreed to meet Mr Church at the International Festival of the Sea.

"We had a couple of pints, and we are going to keep in touch now," said Mr Griffin.

"I must say, I got a little bit emotional. We were ABs together in that ship when she sailed, and we went all over – Tokyo Bay, up the Yangtze River chasing pirates, that sort of thing."

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Back to business for Ark Royal

● FA2 Sea Harriers from 800 Naval Air Squadron land back on board HMS Ark Royal for the first time since 1994.



● (Left) The flight deck crew of HMS Ark Royal brace against the blast of a FA2 Sea Harrier launching while the carrier was off Portland.

ONE OF the most evocative names in the Royal Navy is back in the public eye with the return of HMS Ark Royal from refit in Scotland.

And as she sailed into Portsmouth, watched by thousands along the seafront, it was something of a dream come true for her Commanding Officer, Capt David Snelson.

As a fighter controller, handling Buccaneers and Phantoms, the then Lt Snelson had stood on the flight deck of the fourth Ark as she entered Devonport on a cold day, ready to pay off.

He could scarcely have imagined then that he would command her successor as she prepared to rejoin the Fleet, with a rededication in Portsmouth next month.

"For me it's a real thrill and a privilege," said Capt Snelson. "It's really quite an emotional moment coming back to Portsmouth."

"She was made just a little bit longer and wider than the other

carriers when she was built, and now she is very different.

"She has had the same changes as Illustrious and Invincible in terms of her flight deck and operating RAF Harriers, but Ark Royal is now modified to operate Merlin maritime patrol helicopters, so there has been a good deal of extra work on her."

Capt Snelson said that he expected Ark Royal, as the youngest of the carriers, to serve into the next decade, and to carry on until the second of the planned 40,000-ton carriers enters service.

Ark Royal was alongside in Portsmouth for five years from 1994, still configured for Cold War anti-submarine operations, when she was taken to Rosyth for a refit by Babcock Rosyth Defence Ltd reported to have cost £147 million.

Her captain said that the cachet of the name meant they were not short of volunteers when the ship's company was formed. Some served in her two sisters, and have now completed the collection.

Around 250 members of families of the ship's company sailed with the 20,000-ton Ark on her 42-hour passage from the Forth, and Flag Officer Surface Flotilla, Rear Admiral Ian Forbes, joined her off the Isle of Wight to witness her entrance to Portsmouth.

"I'm pleased to see her back, and she is coming back in much better shape," said Admiral Forbes, who commanded sister ship HMS Invincible.

"Carriers strike a chord with people. They are big bits of merchandise and they make a big military-political statement. As a nation, we are very proud of her."

A Merlin, a Sea King, and four Harriers flew past the ship in the Solent, and she fired a 15-gun salute as she entered the harbour, escorted by the historic World War II motor torpedo boat MTB 102.

Hard work ahead

THE FIFTH HMS Ark Royal was launched on June 2, 1981 and commissioned on November 1, 1985, the last of the three Invincible-class aircraft carriers.

The ships were designed to carry Royal Navy Sea Harrier fighter aircraft as well as various helicopters, principally the Sea King.

But the changing face of global politics has resulted in a much wider and more flexible role for these ships, and the Ark is the most modern example, able to support Sea Harriers, RAF GR7 ground attack Harriers, and the new Merlin helicopter.

Ark Royal has already welcomed her Harriers back on board - 800 Naval Air Squadron flew on and off the ship in the Channel off Portland last month, the first such flights in seven years.

Merlin trials are scheduled for later this year, and the ship will undergo the gruelling and exacting task of working up to a state of readiness through operational sea training.

If all goes well - and the ship's company exudes confidence - then Ark Royal will take over the role of Fleet Flagship in the spring from her sister HMS Illustrious.

Next year will also bring Ark Royal's first operational deployment in more than seven years.

**Pictures by
PO(PHOT)
Dave Coombs**



● HMS Ark Royal returns to Portsmouth after her refit in Rosyth and (above left) exercising off Portland in the English Channel, with Sea Harriers.



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RN01

Ships of the Royal Navy No 551

Stalwart of the convoys

HMS MIDDLETON is only the second ship in the Royal Navy to bear the name – but her predecessor made her mark during the Second World War, when she amassed six Battle Honours in less than four years of active service.

The Type 2 Hunt-class destroyer, built by Vickers Armstrong, was launched on May 12, 1941 and completed the following January.

She displaced 1,050 tons, had a ship's company of 168, and could reach speeds of almost 30 knots.

At first Middleton was engaged in providing support for minelaying operations in the Atlantic and anti-aircraft protection for the North Russian convoys, for which she won her first Battle Honour.

In June 1942 she was sent briefly to the Med for Malta Convoy escort duty – Operation Harpoon – and her second honour, before returning to the Arctic.

When Convoy PQ17 suffered heavy losses in early July, 1942, Middleton and three other destroyers ferried food and other supplies to Allied ships in Murmansk to allow regular Russian convoys to resume.

She escorted convoys QP14 and QP15, then remained on Russian Convoy local escort duties until February 1944, by which time she had been fitted with radar.

A one-month refit in Bristol preceded a move to Portsmouth Command, from where she escorted ships of the 15th Minesweeping Flotilla to the beaches during Operation Neptune, helping the forces ashore by carrying out bombardment and anti-aircraft duties.

She was later involved in the sinking of four enemy troop craft, and was damaged by shore artillery in September 1944.

Middleton returned to Portsmouth in 1946 and remained in reserve until 1955. She was broken up in February 1958.



● Mine countermeasures – and sometimes fishery protection – vessel HMS Middleton.

Focus shifts to fish

THE HUNT class vessel is a versatile warship – and the past few months have allowed HMS Middleton to illustrate the type's range of capabilities.

After returning from Exercise Argonaut 2000, 2001 began with Middleton part of the 'On Call Force', a four-strong group at between two to five days notice to deploy for live operations.

While maintaining operational capability, availability of equipment and planning capacity in an already tight schedule, the ship managed to squeeze in port visits around the UK, including Swansea, Liverpool, Glasgow and Cork.

Middleton also carried out route

survey operations off the south and west coasts of the UK, minehunting along specified important sea lanes, sharpening essential skills.

There followed a Joint Maritime Course off Scotland, where the ship operated with Canadian, Dutch, French and German units, before Middleton returned to Portsmouth for some maintenance and a change of focus.

When she sailed again at the end of April she was beginning a 12-month attachment to the Fishery Protection Squadron, patrolling fishing grounds up to 200 miles offshore, with visits to Swansea and Cherbourg.

Port visits in recent weeks included Brixham and Lowestoft attracting thousands of visitors at fish festivals, Weymouth, Newlyn (where she was guardship for the festival), and, perhaps most impor-

tantly, a seven-hour transit of the Manchester Ship Canal to allow her to tie up at Salford Quays, close to her affiliated town of Middleton in Rochdale.

Greater Manchester Radio hosted a breakfast show on board, interviewing members of the ship's company, and a cheque for £450, mainly raised through the efforts of OMs Whorton and Root, was handed to the Alderman Kay special needs school.

Middleton, the seventh of the

glass-reinforced plastic (GRP) Hunt-class mine countermeasures vessels, can conduct both minesweeping and minehunting operations.

The ship employs towed wire and influence sweeps to destroy certain types of mine, and a remote-controlled submersible to destroy particular types of mine located and identified by her powerful sensors.

■ **The sharp end of fishery protection duties – pages 22-23.**

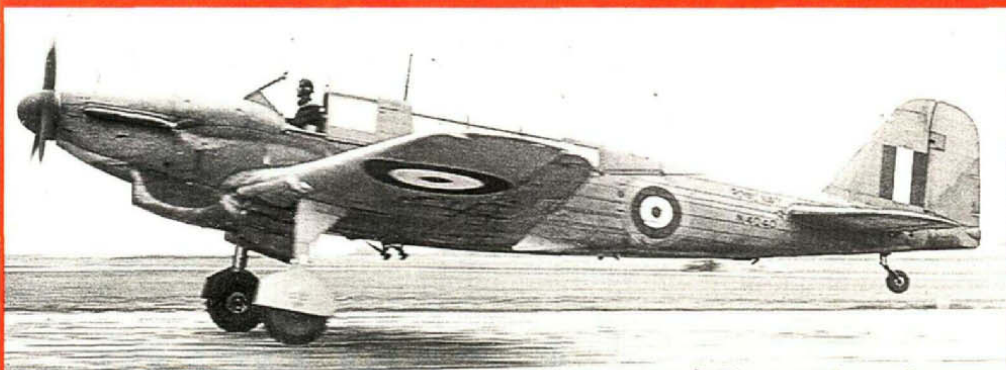
Facts and figures

Class: Hunt-class mine countermeasures vessel
Pennant number: M34
Builder: Yarrow Shipbuilders, Glasgow
Launched: April 27, 1983
Commissioned: August 15, 1984
Displacement: 750 tons fully loaded
Length: 60.3 metres
Beam: 10.3 metres
Draught: 1.8 metres
Speed: 14 knots
Complement: 43 (5 officers)
Main machinery: Two Ruston-Paxman 9-59K Deltic diesels; one Deltic Type 9-55B diesel for pulse generator and auxiliary drive; two shafts; bow thruster
Weapons: One 30mm gun; four general purpose machine guns
Sensors: Type 1007 radar; Sonars: Plessey 193 Mod 1, hull-mounted, minehunting; Mil Cross mine avoidance sonar, hull-mounted, active; Main sonar Type 1059

BATTLE HONOURS

Arctic 1942-43
 Malta Convoys 1942
 Atlantic 1944
 Normandy 1944
 English Channel ... 1944
 North Sea 1944-45

AIRCRAFT OF THE ROYAL NAVY No 60



Fairey Fulmar

THE FAIREY Fulmar was the Fleet Air Arm's first purpose-built, carrier-borne fighter to match the eight-gun armament of land-based Spitfires and Hurricanes.

And it came at a crucial time for the Royal Navy, struggling to protect its Mediterranean convoys from the depredations of the Axis air forces.

Developed from a light bomber project, the Fulmar, engined with the Rolls-Royce Merlin, first flew in January 1940 and just six months later, production Fulmars were entering service. They soon were deployed with 808 Naval Air Squadron in HMS Ark Royal and then with two other squadrons.

By 1941 the improved Fulmar II was available, and five more squadrons received the aircraft which replaced such obsolete types as Blackburn Skuas and Rocs.

Although deficient in speed – due to its having to accommodate a navigator to ensure its safe return in bad weather – the Fulmar was popular with its pilots who liked its endurance and, despite its size, its manoeuvrability.

It enjoyed marked success, too, against Italian bombers – in six weeks in 1940, 806 Squadron in HMS Illustrious accounted for ten of them and another six enemy aircraft while covering the Swordfish attack on the Italian fleet at Taranto in November that year.

Fulmars in HMS Victorious also conducted the night reconnaissance which enabled Swordfish to make their successful attack on the German battleship Bismarck in May 1941.

Its performance notwithstanding, the Fulmar also had its moments when ranged against aircraft as potent as the Messerschmitt 109 – Fulmars of 800 and 809 Squadrons in HM ships Furious and Victorious shot down four of the German fighters during the FAA's attack on Petsamo in the Arctic.

Fulmars also took part in the landings in North Africa and Sicily and, as night fighters, provided cover for Russian convoys in 1944-45.

A total of 600 Fairey Fulmars were built equipping 16 Fleet Air Arm squadrons and flying from ten fleet and five escort carriers. However, the aircraft had disappeared from the front line by mid-1943 to be replaced by much more capable types such as the Seafire.

The last Naval squadron to carry the type on strength was 700 which had Fulmars for training purposes until 1946.

The Fulmar I (pictured) was powered by the 1,080hp Merlin VIII which gave it a top speed of 280mph. It had a climb rate of 1,200ft a minute, a range of 800 miles and a service ceiling of 26,000ft. It was armed with eight Browning machine-guns in the wings, with some aircraft carrying a Vickers gun in the rear cockpit.

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Moneywise

Aggies can help out with personal debt

CREDIT Action, in association with RSR – Aggies – has produced a guide on working through problems with debt.

A Self-help guide to personal debt, by Gordon Cook, offers advice,

information and practical steps on how to solve financial problems, and prevent them from becoming worse.

A key factor, according to Mr Cook, is to avoid panicking – there is plenty of help and support to get through the problem.

Another golden rule is to steer

clear of borrowing more money to pay off existing debts, without first seeking independent advice.

The first step is to contact all creditors – they cannot help unless they are aware of the circumstances. They can also provide full details of the sum owing, arrears, penalty charges and the like, to allow all the options to be considered.

Once the size of the problem is clear, a list of priorities can be drawn up, according to the guide.

Certain debts take a higher priority than others – the penalty could be imprisonment, losing a home, or losing goods or services.

Thus debts such as mortgage repayments, tax bills and electricity charges must be dealt with before turning to secondary debts such as bank loans or catalogue sales, for which penalties may include county court judgments.

The next step should be taken before any offers of payment are made, and that is to draw up a financial statement, including all sources of income and all spending.

This should be revised constantly as circumstances change.

Step four is to maximise income – that may mean ensuring all allowances are claimed, such as the Job Seekers Allowance, Income Support and the Working Family's Tax Credit.

Consideration may even be given to taking in a lodger, or seeking part-time work.

By aiming to maximise income, not only will financial shortfalls gradually be eroded, but creditors will be reassured that the problem is being tackled in a practical fashion, and that all options are being explored.

Expenditure should also be subjected to the same rigorous review. Variable items such as fuel bills

can be averaged out over the year, and the use of budget plans, tokens or stamps can help.

Can the cost of running a car be justified – is the school run a vital use, or are there other ways of getting there?

Other expenditure such as leisure costs, holidays, cigarettes, alcohol and lottery tickets may also be challenged by creditors.

Be realistic in seeking to pare costs – this may be a blueprint for some time to come, so concentrate

on reducing non-essentials rather than basics such as food or heating.

The stage is now set for negotiations with creditors, in priority order, again writing to them and setting out the reasoning behind your payment offer.

And if the matter goes to the courts it may be a blessing in disguise – the legal rights involved can help solve financial problems while ensuring all dealings are fair.

Within the Navy there are other options for those facing debt prob-

lems – normally the Divisional Officer is the initial point of contact, but senior UPO staff, the Naval Personal and Family Service (NPFS) and RM Welfare SNCOs can also help. Apart from certain security implications, referrals to NPFS or RM Welfare are usually covered by codes of confidentiality.

For more details, see the RSR website at www.rsr.org.uk, telephone 023 9229 6096, or call the Credit Action Freephone Helpline on 0800 591084.

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Scottish Widows selected by MOD

THE MOD has selected Scottish Widows as provider of its stakeholder pensions and Additional Voluntary Contributions (AVC) scheme for the Armed Forces.

Following a rigorous tendering process, the Scottish Widows Stakeholder Pension Plan will now be made available to more than 200,000 regular personnel and 50,000 reservists within the Services.

Eligible personnel will include existing members of the Armed Forces Pensions Scheme for concurrency and all reservists.

As sole provider of the AVC scheme, Scottish Widows will be the first company to offer a

money purchase plan to Forces personnel allowing them to make 'top-up' payments to their occupational pension scheme.

Armed Forces minister Adam Ingram said: "Stakeholder pensions are part of a wider government initiative to ensure that there is proper pensions provision for all."

"I am delighted that we have secured this arrangement for the Armed Forces."

"This important initiative will allow all members of the Armed Forces earning under £30,000, including the Reserves, to bolster their pension."

Mark Waring, senior manager of corporate business at Scottish Widows, said: "Scottish Widows is delighted to be selected as the provider

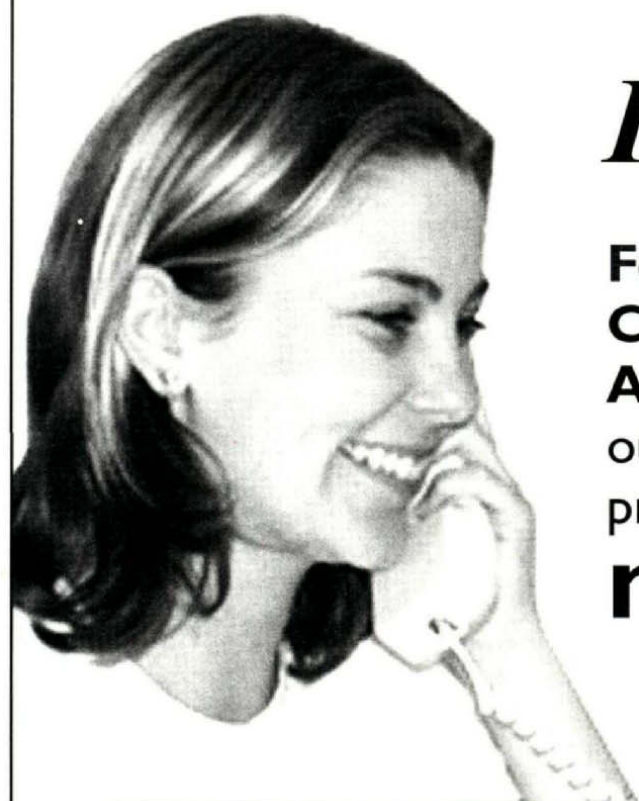
for such a prestigious organisation."

"We are committed to providing a comprehensive administration and communications package for the Armed Forces and are looking forward to working closely with their pay and pensions staff in order to meet the needs of all Forces personnel."

"We believe that this win reaffirms our commitment to being a first-class pension provider in both the AVC and stakeholder market."

"This latest win for Scottish Widows comes on the back of many major appointments for both group AVC and industry-wide stakeholder schemes during 2001."

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Are you in safe hands?

WITH the demise of the Independent Insurance Company there has never been a more important time to consider who we trust to look after our insurance requirements.

For Service personnel the problem is increased further as your lifestyle may not be fully protected by the usual 'off the shelf' insurance solutions.

So how can you tell whether the insurance company or broker you are using is sound?

What can you do to ensure that the Independent-type crash doesn't happen to you, and how do you cope if something does go wrong? It could be you...

In truth, there is nothing to stop it happening to you! So what happens if you are insured with Independent or the same thing happens to your insurance company?

Firstly is the scenario when a company continues to trade but does not take on any more new business.

In this situation your claims will still be met and there is no need for you to rearrange cover until the renewal date of your policy. Your insurance broker will then find an alternative company for you.

If the insurance company is forced to cease trading immediately, then alternative arrangements will need to be made straight away, and you may also have problems in getting any existing claims settled.

You will, however, be entitled to compensation from the Policyholders Protection Board, a fund set up 25 years ago, to which all insurance companies contribute for just this eventuality.

What form of compensation can you expect?

For motor insurance you can expect 100 per cent compensation for third party liabilities, but for other cover such as home insurance then you will only receive 90 per cent compensation, and unless yours is a hardship case you will need to wait some time for your claim to be settled.

You will also be able to claim back 90 per cent of the unexpired portion of your insurance premium, but you may have to pay more for the replacement cover.

Are you covered for Service contingencies?

Even if your insurance company is sound, are you certain that you are properly covered if you need to make a claim?

Contents insurance that covers you if your home is temporarily unoccupied or if you choose to move in tenants is an everyday requirement for Service personnel, but many home insurance companies won't cover you or impose considerable extra premiums.

Similarly, you should check that your travel insurance covers you for Service cancellation and that your personal accident cover includes war risks (although war between the major powers is usually excluded).

What action can you take to safeguard your interests?

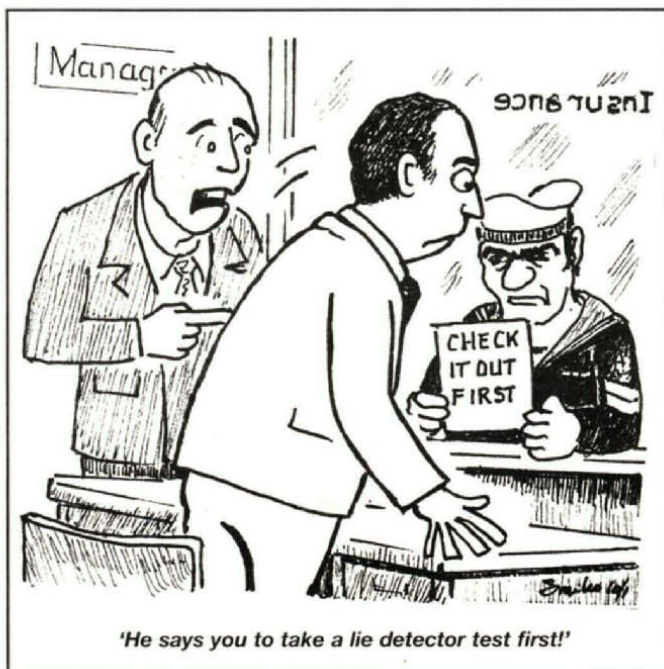
With so many insurance companies involved in acquisitions, mergers and re-branding it is no longer easy to sign up with a company that you instinctively feel comfortable with.

Your broker is better placed to evaluate the strength of the insurer he is placing business with.

A new regulatory body has also recently been formed - the General Insurance Standards Council (GISC), which applies stringent examinations to ensure the viability of companies and brokers offering insurance services.

Therefore, both your insurer and broker should be members. If not, ask them why?

When choosing your broker you should also examine how equipped



'He says you to take a lie detector test first!'

they are to deal with your lifestyle as a member of the Services.

Here again an organisation has been set up to help you.

SIAP, the Service Insurance and Investment Advisory Panel, is a collection of authorised insurance and independent investment advisers, recognised by the Ministry of Defence, and operating on behalf of personnel in the Services.

Members of SIAP operate to a strict code of practice and all are specialists in their own area of expertise.

Details of member firms are available at Navy Unit Pay Offices, Army Regimental Admin Offices and from RAF stations at the offices of OC/PMS.

Alternatively, check the website at www.siap.org or refer to DCI JS 131/00.

The information in this article was provided by SIAP, an advisory panel of authorised insurance and independent investment advisers specialising in offering services to members of the Armed Forces. Members range from small, 'one-man bands' to national institutions with dedicated military departments.

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Where there's a will there's a way

WHAT do you do when you learn that a close relative has passed away and they have recently changed their will to give it all (or most of it) away to an unexpected or undeserving person - very often someone with whom they had close contact towards the end of their life?

You could just say that life's just not fair and simply carry on with your own life - or you could decide to do something about it!

Several things can be checked including

(a) Was the new will validly executed?

(b) Was the deceased of sound mind and under no pressure from anyone when he or she signed it?

(c) Did the will make provision for those people whom one (or the court) would expect to be provided for and for a reasonable amount of money?

Claims can be made to establish (a) and (b) above to declare the will invalid, and if there was no earlier will, for the estate to be divided under the rules on intestacy usually giving it back to the next of kin in fairer shares.

A 'caveat' lodged at the Probate Registry can prevent the issue of a Grant of Probate to dispute the later will.

An application to the court under the Inheritance (Provision for Family and Dependents) Act 1975 to deal with (c) above can change the dispositions in the will in order to make reasonable financial provision for a spouse or former spouse or child or a person who was being 'maintained' by the deceased, but claims must be lodged before or within six months of the Grant of Representation to the estate.

Whatever the circum-

stances, take advice quickly from your local and impartial solicitor at Biscoe's Solicitors.

For details of their free initial 30-minute Advice Scheme, contact Jean Evans or Geoffrey Salvetti at Southsea on 023 9282 8661, Ellis Calvey or Michael McCredie at North End, Portsmouth, on 023 9266 0261, Alison Lee or Shirley Dotterill at Waterlooville on 023 9225 1257, Roger Salvetti or Gill Foley at Wickham on 01329 833249.

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Still more scope for Skill Force

MANY children returning to school this autumn have already benefitted from the Ministry of Defence's Skill Force initiative.

Now operating in 47 schools in 11 regions, it has given 1,200 children the chance to develop life skills which will improve their employment prospects.

The initiative is being rolled out after highly successful pilot schemes in Newcastle and Norfolk. Children from the six pilot schools improved attendance, attitude and overall academic performance.

The new schools are in Leicester, Great Yarmouth, Islington, Birmingham, Nottinghamshire, Rochdale, Knowsley, Coatbridge and Bristol.

Secretary of State for Defence Geoff Hoon, speaking at the Armed Forces Careers Convention, said: "Skill Force is just one example of how the Armed Forces work with the community."

"Although not a recruitment project, Skill Force does help us to raise the profile of the Armed Forces as a career option amongst youngsters."

Vintage cars at Yeovilton

VINTAGE cars mingled with vintage aircraft when the Aston Martin Owners Club took 15 of their members' cars, dating from the 1930s, to visit the RN Historic Flight at RN air station Yeovilton.



Best of Collingwood youth on parade

HMS COLLINGWOOD Volunteer Cadet Corps held their End of Term and New Entry Passing Out Divisions in the Armoury, the salute being taken by the establishment's Executive Officer, Cdr David Durston.

He awarded prizes to Tom Batty (Best Cadet), Jamie Schneider (Best Dressed Cadet) and Liam Perkins (Best Sporting Achievement).

A Certificate of Promotion was also awarded to Mrs Cheryl Bell, now a chief petty officer. Cheryl has been helping in the administration of the VCC unit for the past eight months – her four children are all cadets at Collingwood.

● Cdr Durston presents the award for Best Dressed Cadet to Jamie Schneider.

Edinburgh shows off down south

AFTER a busy and eventful passage south, including a full round of defence diplomacy and exercises along the Pacific coast of South America, HMS Edinburgh arrived in the Falklands to take over from HMS Glasgow on Atlantic Patrol Tasking (South).

Since then she has been engaged in a routine of patrols, including visits to the many settlements of the Camp.

Settlement visits have been carried out on both East and West Falkland and the visit teams have been well received by the islanders, treated to tea, cake – and even roast lunch, reports Lt Cdr Phil Waterhouse.

The Type 42 destroyer hosted guests including Commander British Forces Falkland Islands for a demonstration of the ship's capabilities and naval life at sea.

Later residents of Port Stanley also enjoyed a day at sea, when the ship's Lynx helicopter demonstrated its capabilities, as did two RAF Tornados, a C130 Hercules, a VC10 and a RAF Sea King Search and Rescue helicopter.

The Stanley Sea Day marked the conclusion of a highly successful weekend visit to the Falklands capital when some of the ship's company went further afield to visit memorials at Bluff Cove and Tumbledown.

The official reception on board was attended by nearly 60 guests, including the Governor, Donald Lamont.

The ship visits Montevideo and South Georgia before returning to the UK in mid November.



And now we are six – for the time being


NUMBERS of Royal Navy people working at HQ British Forces Cyprus have recently doubled – to six.

Backed by two Royal Marines, the RN contingent at Episkopi are employed in all branches of the HQ, including operations, logistics, intelligence, personnel and communications.

However, the 3,500 Army and RAF personnel in Cyprus will soon see Dark Blue numbers dropping back to normal levels. RN Liaison Officer Lt John Bower pointed out to *Navy News* that the 100 per cent increase had come about through a combination of staff handing over and short loan appointments.

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New ship weighs in

NEW warship HMS St Albans has made her mark in the charity field with a sponsored cycle ride from Scotland to the Home Counties.

The six cyclists from the last of the 16 Type 23 frigates rode 428 miles from Glasgow to St Albans in six days, raising at least £1,500 for the Royal British Legion. Some £650 was collected en route.

Four of the six riders were ship's company, with the other two from the MOD's resident project staff.

Supported by a further six people, the team was announced in St Albans by the city's Town Crier and greeted by members of the RBL and the RNA.

Halfords were a major contributor to the project, donating bikes and storing and servicing them en route.

Marathon row tops up fund

THE MASTER at Arms of HMS Coventry, David Harris, knew the ship's Families Day was going to be a bit of a pain.

Not because of the families – MAA Harris had chosen to row 42,000 metres, the distance of a marathon, on the day.

David, who ran the Inverness Half Marathon in March and the London Marathon in April, completed the row in 2h 51m.

The money was presented to the British Heart Foundation, adding to the £4,000 or so already raised in marathons and half marathons by David.

■ Drugs bust – page 19

Kent forges on

HMS KENT is already generating more funds after handing over a £400 cheque.

The frigate is on a seven-month deployment to the Gulf, and has already planned several events to boost funds for the Catholic Children's Society.

Laura Richardson, of the Kent-based Family Makers branch of the Society, approached CWEA Bungy Williams on hearing the CPO's Mess had raised £400 through horse racing nights and the mess fines box.

The group provides places for children aged between 5 and 14 who have suffered a multitude of abuses.

Tree planted

MEMBERS of 848 Naval Air Squadron helped raise £250 to commission a commemorative oak tree at the National Memorial Arboretum in Staffordshire.

The tree, backed by 848 NAS Malaya Association, was planted in memory of members of the wartime squadron. Sir Roy Beldam, an Avenger observer in 1945, came up with the idea.

Lt Martin Polding and CC Gary Holman, serving members of the Yeovilton-based squadron, attended the planting with members of the Association.

York project

PETTY Officers from destroyer HMS York have raised £651 for the Millennium Project at St Leonard's Hospice in York, for a new in-patient annexe and redevelopment programme.

Of the total, £344 was raised by PO Alf Newman, who ran in the London Marathon for the appeal.



Long swim is over

RN CHAPLAIN Mike Brotherton has completed a 237-mile swim in the pool at RN air station Culdrose, covering the distance from Helston in Cornwall to Portsmouth.

Anglican padre Mike – renowned for his imaginative fundraising events, such as the Charlie Chaplain walk and a scooter ride through England – began his epic

journey in January, and aimed to cover the distance by December.

He said he was delighted to finish well within his time limit, but had not yet calculated how much he has raised for the Sharron Davies 'Swim for Life' campaign.

The money will be used for research into muscular dystrophy.

● Mike Brotherton celebrates with champagne at the end of his marathon swim. With him is Revd Stan Kennon, Church of Scotland and Free Churches chaplain at Culdrose.



● The 800 NAS walkers reach the end of the road: from the front, Mark Quince, Bricky Brickell, Bomber Bomers, Si Merrill, Si Bourne, Ollie Dale, Smudge Smith, Greg Mason and Brad Bradley.

A blistering display

NINE walkers from 800 Naval Air Squadron overcame blisters and injuries on a 200-mile trek which raised more than £3,000.

Team 800 covered the distance from RN air station Yeovilton to RAF Cottesmore in eight days.

Three sets of charities will benefit from the walk: 800 Naval Air Squadron's chosen charity, the Institute for Brain Injured Children, RAF Cottesmore's chosen charities, and South Witham Community School in Lincolnshire, which will use the money to buy PE apparatus.

The team received plenty of support along the way – the Army, RAF and TA provided accommo-

dation en route, Yeovilton supplied a support vehicle, and organiser CPO Mark Quince ensured that clothing, food and drink, first aid, routes and timings were all in order before they set off, as well as liaising with local police and other organisations.

Other groups supporting the cause included Sir Donald Gosling's Gosling Foundation, Bullmores of South Witham, Rutland Plastics, Bourne Textiles, Warners Midlands and RPC Containers.

A squadron auction day at Yeovilton, with prizes including five tank driving day tickets, also boosted the final figure.

Runners sought for marathon teams

KING George's Fund for Sailors is seeking entrants to run in their colours in the Flora London Marathon on April 14, 2002.

KGFS has 25 guaranteed places in the race, and with ballot entries the charity fielded 34 runners this year, collecting more than £16,500.

The closing date is October 19, but KGFS need entry forms for processing by early October.

Further details are available from KGFS London Marathon, 8, Hatherley St, London SW1P 2YY, tel 020 7932 0000, fax 020 7932 0095, email seafarers@kgfs.org.uk, or see website www.kgfs.org.uk

■ HMS NEPTUNE will be field-

ing a team in the race for Sparks, Sport Aiding Medical Research for Kids.

To join the Faslane team, contact Cassie on 020 7340 0685, email run@sparks.org.uk

Bandie on the run

BAND C/Sgt Peter Curtis and colleagues from the Royal Marines Band are to cycle from Lands End to Portsmouth to raise money for the Cancer Research Unit at St Mary's Hospital, Portsmouth.

Any sponsorship would be welcomed via Marie Loney, PRO at HMS Collingwood, on 01329 332312. Peter is bandmaster of the establishment's Volunteer Band.

Submariners head for bright lights

SUBMARINERS from HMS Splendid headed for the bright lights of Blackpool – and did the town's hospital a good turn into the bargain.

Three ratings from the nuclear submarine went to their affiliated town at the Mayor's invitation to witness the switch-on of the famous Blackpool Illuminations.

RS Paul Swaby, CPO Justin Beatty and LS Sean Reader took

the opportunity to hand over a cheque for £450 to the children's ward at Blackpool Victoria Hospital.

The money was raised as a result of Paul Swaby's efforts over the summer, when he successfully completed the Dumbarton and Helensburgh 10km runs.

Paul said: "Most of the money came from the lads on board, and I got some from family and friends."

"I raised money for the children's ward five years ago and this was a good chance to do something again."

HMS Splendid, based at the Clyde Naval Base at Faslane in Scotland, has been alongside conducting an extensive maintenance package over the past 11 months.

She returns to sea for training this month, and will be ready for tasking again next year.

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NN3B

AUTEC boosts high school

MEMBERS of the Royal Navy and QinetiQ (formerly DERA) working in the Bahamas have presented a computer and printer, school books and children's games to Central Andros High School.

The Britons, working on annual equipment trials at the Atlantic Underwater Test and Evaluation Centre (AUTEC) ranges, passed on equipment which had been collected by staff at the Maritime Warfare Centre at Portsmouth.

School principal Robert Deal accepted the donation, along with payment for a two-year subscription to an Internet service provider.

Funds had also been raised through a horse racing evening at AUTEC, organised by WO Tim Capel and other British staff.

New watch scheme

A NEW Neighbourhood Watch scheme, supported by RN groups, has been introduced to Helensburgh married quarters estates.

The scheme is managed and supervised by the RN Service Police HQ Scotland, in a joint initiative between MOD Police and RN Police.

The scheme has also won the backing of Strathclyde Police.

The scheme will cover around 1,000 properties, of which 800 are Service and the remainder private.

Three cheques

SAILORS from HMS Montrose have presented three cheques, for £200 each, to the ship's charities – the Angus Riding for the Disabled School, Dorward House Residential Home, and Angus Playschemes for Special Needs Children.

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SWANSONG AT SOUTHPORT

AN 819 Sqn "cab" photographed on the beach at Southport with the Royal Navy Historic Flight Swordfish W5856 overhead during the squadron's last visit to the annual Sea Front Air Show.

Due to disband in March 2002, 819 Sqn has been a regular visitor to the show in past years. It will lose its anti-submarine warfare role in November but will maintain its search and rescue job. The squadron's last ASW aircraft is currently embarked with HMS Chatham and is set to return to HMS Gannet in December.

819 Sqn was originally formed in 1940 as a Swordfish squadron and saw service throughout World War II until it was disbanded in 1945. Reformed in 1961 as a Wessex ASW squadron, it moved from its home in Northern Ireland at RAF Ballykelly to RN air station Culdrose in 1971, where it re-equipped with Seakings before finally shifting to RN air station Prestwick.



Colour laid up for Coastal Forces vets

HMS SUTHERLAND was in Falmouth to support the Coastal Command Forces veterans Association as they laid up their Colours at the town's annual Sea Sunday Service and Parade.

It was a particularly poignant afternoon as the veterans have paraded there every year since World War II.

The ship's company provided the Parade Marshal, in the guise of CPO(OPS)(M) Jock Rennie and a contingent of Junior Ratings for the service and parade organised by Falmouth branch of the RNA.

The Sutherland's Commanding officer, Cdr Paul Thomas, took the salute during the march past. He said it was important that the ship's company acknowledged the Coastal Forces on such an historic occasion.

"Naval history is all about sacrifice, about people who gave a great deal to defend our shores and sovereignty," he said.

"The members of the Coastal Command Forces Veterans Association did sterling work during the war, and it is with great sadness, I'm sure, that they lay up their Colours as their numbers dwindle.

"As serving members of Her Majesty's Navy, we are proud to acknowledge the debt we owe these men and women by honouring their Colours in their final year on parade."

The Coastal Command Forces were founded to provide protection to shipping close in to the UK's coast during the early stages of World War II and one of its Motor Torpedo Boats was the last vessel to leave the beaches at Dunkirk.

As the war progressed, their role expanded to mounting raids on the enemy coastline and by the end of the war they operated as far afield as the Mediterranean and Caribbean Seas.

In 1944 Coastal Command units acted as navigational leaders for the D-Day landings – and so having been the last out of Europe at Dunkirk, became the first to return.

Despite laying up their Colour into the care of the Church, the

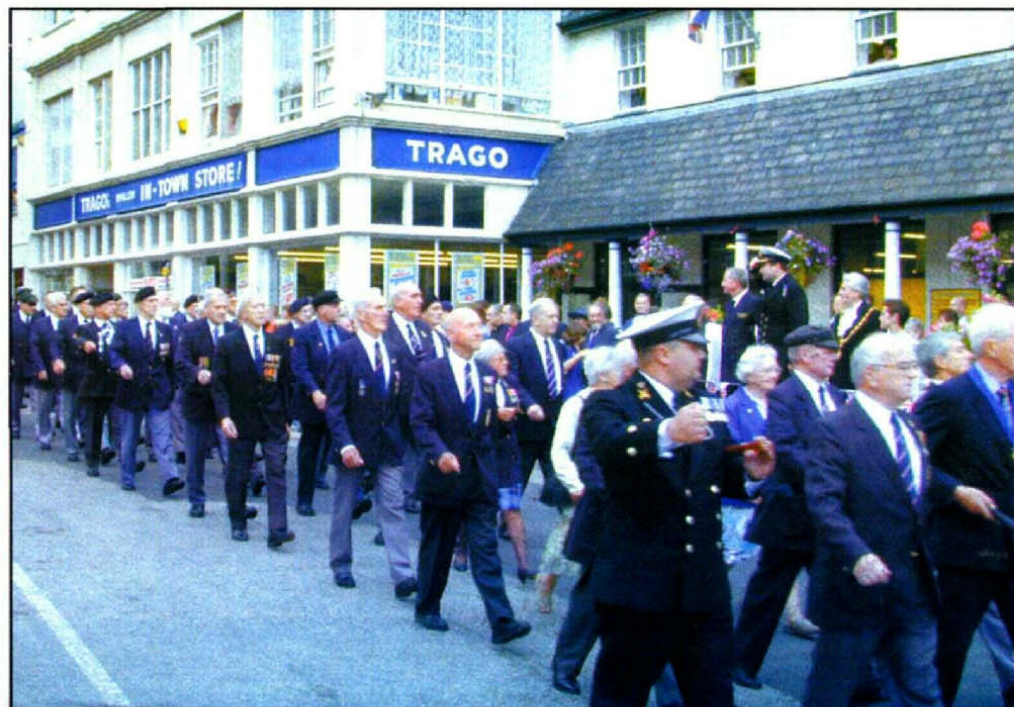
Association is not disbanding and will continue to meet to remember old comrades.

HMS Sutherland arrived in the town after post-maintenance trials and sailed four days later to conduct a further trial of her gunnery system.

While in Falmouth she hosted a number of visits from local schools. A cocktail reception allowed invited members of the local community to see at first hand one of the Navy's newest Type 23 frigates while being entertained by the Caledonian Pipes and Drums.

The ship has now completed a comprehensive four-week sea training programme and is due to exercise with the Norwegian Navy towards the end of the year as part of the UK's commitment to NATO.

● Cdr Paul Thomas takes the salute from the Coastal Forces Veterans as they march past, under the watchful eye of CPO Jock Rennie.



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The right place at the right time

HMS COVENTRY was conducting anti-smuggling exercises with Belize defence forces when she tracked down a drug-laden power boat in the open sea.

Lt Nigel Cunningham, the observer in the Lynx flown by Lt Steve Gamble of 815 Naval Air Squadron, said: "We had only just launched for a routine surface search, as we had been doing since the deployment began, when we picked up a radar contact."

"The radar gave the speed of the vessel at about 27 knots, which is fairly high."

"We closed it to investigate, and when we got to about five miles it was clear this was moving at high speed, which aroused our suspicions."

"When we got to within about a mile we could see it had all the classic qualities of what is known as a go-fast – high-speed boats with lots of outboard engines on them."

"In the front were approximately 25 fuel drums for the long Caribbean crossing."

"Most of them come from Colombia, and they often rendezvous with another vessel in the middle of the Caribbean, so they would get a few hundred miles."

"It was probably heading for the border between Belize and Mexico."

"We tried to contact them by radio, we tried waving at them, but there was no response at all – they were just going straight on their course."

"It was very rare for them to look up at the helicopter – they looked up perhaps two or three times in all. They were quite determined to crack on."

"We were doing this for about an hour when we returned to Coventry to refuel, and we also had a machine gun fitted to the aircraft – it took about ten minutes."

"It was just getting dark, so we used the thermal imaging camera to re-locate them, and by this time



● **Lynx pilot Lt Steve Gamble (left) and Flight Commander and observer Lt Nigel Cunningham.**

they were starting to get into the island, reefs and cays along the coast of Belize – they were getting into confined waters."

"They were altering course fairly regularly – they were probably trying to find an escape route."

"It was a question of just keeping going, and putting them under pressure."

"It appeared the go-fast was going for a stretch of water straight between two islands, but at the last minute they turned hard right and straight into one of the islands – straight up the beach and about 200 yards inland at about 40 knots."

"It was quite a low-lying island, quite swampy with waist-deep water."

"We were getting a bit tight again for fuel by now, and it was pitch black, so we were really on the limit. We were going round in circles over the go-fast on the beach."

"We used the trainable lamp, although by this stage we had pretty much lost contact with the guys."

By this time two patrol craft of the Belize Defence Force had arrived, guided in by the helicopter circling and shining its powerful lamp on to the abandoned boat, and they found a tonne of cocaine worth up to £80 million."

At the request of the Belize forces, the Royal Navy Lynx re-

elled once more and returned for another hour to help at the scene before being released."

Lt Cunningham – who was number two in HMS Argyll's Lynx when it provided vital air support

'... we returned to Coventry to refuel, and we also had a machine gun fitted to the aircraft ...'

during the Sierra Leone hostage crisis last year – said the air crew's training had proved invaluable."

"It was quite exciting – and quite a surprise. Although this is what we're here for it's quite unusual to actually find one of these boats."

"It was also very rewarding, the fact that all the training and procedures clicked into place."

"We get training in low-level operations over the sea at night, so all that kind of thing helps. We were quite familiar with all that."

"There could have been danger – at times we were flying quite close to them to get their attention. "It would have been very easy for them to have whipped out a small arm and had a pop at us."

Helicopters generally patrol twice a day, for about 90 minutes a

time, on these anti-smuggling sweeps, and such a success has an effect on the whole ship."

The Commanding Officer of the frigate, Capt Philip Jones, said: "There was a sense of achievement on board the ship."

"We are very keenly aware that actually catching a go-fast is very difficult indeed for a warship because of the sheer speed these things go at. They use all the tricks of the trade, and lay up overnight under tarpaulins."

"The only real chance of detecting them is if they are under way at speed, when you can probably detect the wake."

"Royal Navy warships can go through a whole patrol without seeing one, so we were very much in the right place at the right time."

"The patience of the ships that were here before us paid off."

Capt Jones said the frigate was on a four-day exercise with the Belize Defence Forces and Belize police trying to improve interac-

tion between the forces in tackling smugglers."

The chase proved that such efforts are paying off, and demonstrated the single-mindedness of such drug-runners."

"One thing that became very clear was that they were not going to

stop very quickly," said Capt Jones.

"They are pretty determined to see it through. With that amount of contraband on board they are obviously going to think of their pickings – and perhaps the retribution which might follow if they fail."

"We try to harass and harry them into making a mistake, or so that they run out of fuel, or perhaps the sea state deteriorates, so they will do something dangerous and lose their boat."

"An American frigate recently tracked another go-fast, and the boat went over. The crew had to be rescued."

"So our best tactic is to harry them and put them under pressure."

"It did have a very positive effect on the ship's company."

"I had tried to steel them against the fact that we might not be successful in spotting any boats – but we struck lucky, and they are buoyed up by their success."

"They are quite numbed and flattered by the interest in the UK."

"But there is also a sense of business as usual – we have another two-week patrol to look for another boat."

Capt Jones said he was pleased that the ship was proving a useful asset so late in her Navy career."

"This is our final deployment – we decommission after we return to the UK," he said.

"I am delighted that we were sent on such a deployment in the months before we decommission, so that we can get the best out of the ship until the very end."



● **The go-fast seen from Coventry's Lynx.**

Frigate is a model example

A DEVONPORT warship is the inspiration behind an exhibition designed to encourage people to cut pollution and waste.

Visitors to the National Marine Aquarium, Plymouth, have been learning how RN ships reduce pollution at sea through a detailed model of Type 22 frigate HMS Cumberland, built by former marine engineer Peter Williams.

Peter served in the cruiser Cumberland in the 1950s, when she was trial ship for several projects, including paint, decking, an automated 6in gun and Formica tops on tables.

Mr Williams decided to build a 1:28 scale model. When he visited the current ship at Devonport for research, he was so taken with her that he built a model of that ship as well.

That model is now demonstrating how warships dispose of waste.

Aquarium interpretation officer Rolf Williams said: "With more than 250 crew, HMS Cumberland produces as much waste as a typical street."

"There is sewage, plastics, fuel and all the usual litter to be considered. Nowadays this waste no longer goes over the side."

"Peter's model draws attention to the fact that modern ships are cleaner than ever and that means Plymouth Sound is, too."

"If a Navy frigate serves as a model of good waste management, how tight a ship do we run at home?"



● **USS Winston S. Churchill arrives in Devonport.**

Picture: LW(PHOT) Susan Rose (HMS Drake).

Churchill tours and trains

ONE OF America's most powerful ships, bearing the name of an illustrious Briton, has been drawing huge crowds on her first UK visit.

And the man responsible for navigating the Arleigh Burke-class guided missile destroyer is Lt Angus Essenhigh, the first RN officer to fill a permanent Royal Navy billet in the 9,200 ton ship.

The Winston S. Churchill made her first overseas appearance at the International Festival of the Sea in Portsmouth, where she was escorted into harbour by the historic motor torpedo boat MTB 102, which had carried Churchill and Eisenhower to view the D-Day fleet in the Solent in 1944.

A total of 36,000 visitors queued for hours to

climb on board the US ship over the weekend.

She then steamed to Devonport for a two-week tailored training package under the auspices of Flag Officer Sea Training.

The brand new ship – she was only commissioned in March this year – subsequently set out to visit a number of UK ports, with Cardiff, Edinburgh and Newcastle on her schedule.

The latest Arleigh Burke destroyers – Winston S. Churchill is the 31st of a planned class of 51 – are considered by experts to be the most powerful ships of their size in the world.

She is only the 16th US warship to be named after a foreign national – the fifth named after a Briton – and the only one currently in service.

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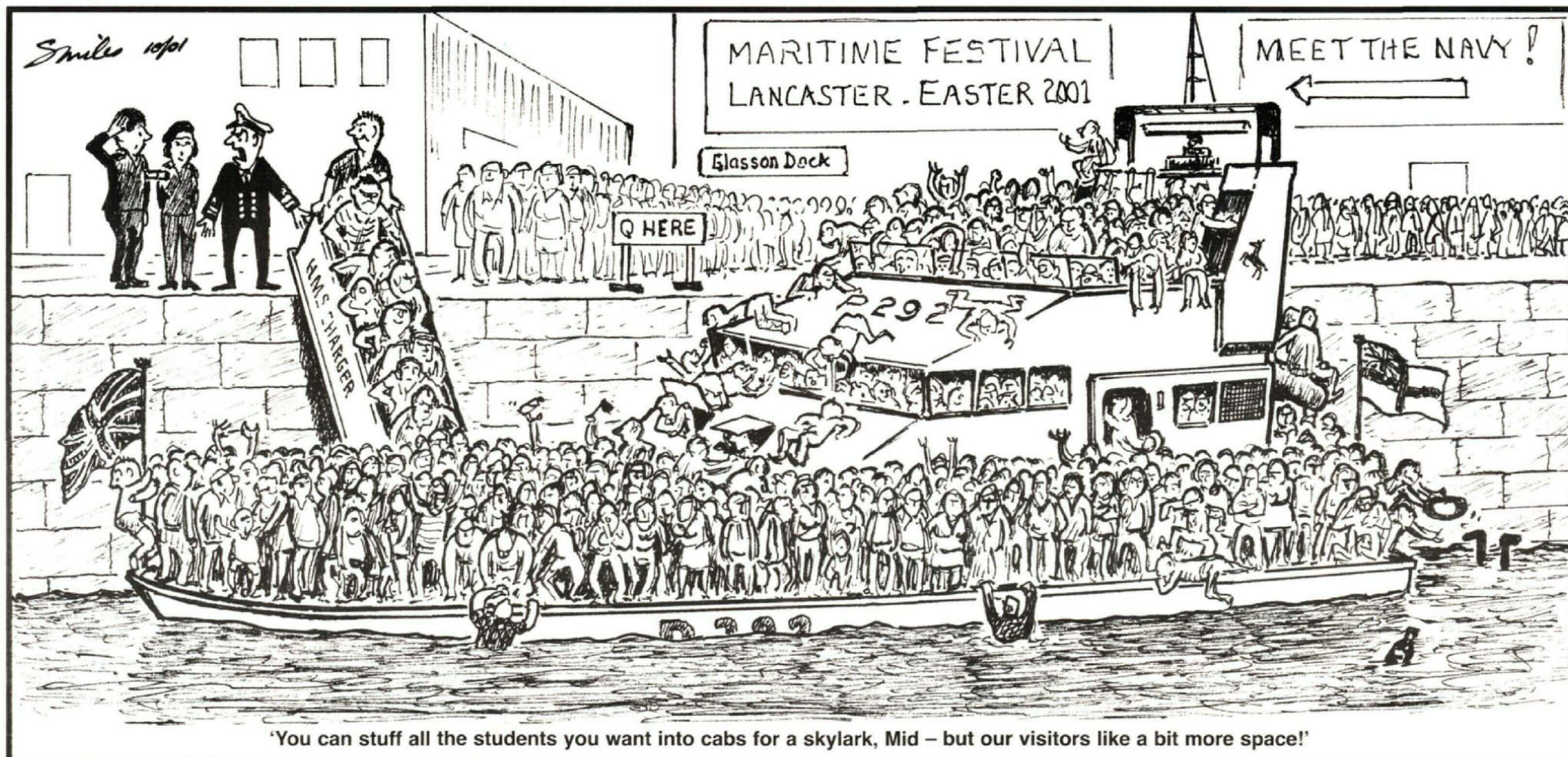
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NEWSVIEW

Hanging offences, past and present

WITH all the coverage and speculation that has flooded the media following the terrorist attack on the United States, further comment may seem superfluous here. But the strike on the World Trade Centre and the Pentagon was immediately compared to Pearl Harbour 60 years ago. That was first of all an attack on naval forces – and naval forces will today inevitably be in the front line of any military response.

The Royal Navy is in the forefront of operations against a whole raft of problems that confront us in the post-Cold War era – an era that now seems paradoxically even more fraught with uncertainty.

In hindsight, things were so much simpler when the superpowers were anxious only to maintain a balance.

Since then, with the collapse of the Soviet Union, the lid of Pandora's Box, hitherto kept firmly down by both parties, has been raised time and again; it is not likely that the recent conflicts in the Gulf and the Balkans would have emerged under the old order.

The Royal Navy has had to deal with no less than 12 live operations in the past year alone – and the war, now fully declared, against terrorism has occupied part of its thoughts for several decades. In the same period it has also had to deal with civil wars in Africa, the scourge of piracy on the high seas – of growing tempo and ferocity in recent years – and with the drugs menace, in which huge sums of money are involved and which likewise threaten all our security and civilisation.

Last month saw a major drugs bust delivered by one of HM ships. When a strike of equal value was delivered by another RN unit several years ago, it was buried by the news of the first crisis in Bosnia. A fortnight later, when Navy News featured the story, it was picked up by the media at large and given some measure of its true worth.

We only make this point to underline the fact that America's tragedy, huge though it is, is only part of the problem that faces us both, as part of a naval police force that is now pushed to the fore as being a key element in addressing international concerns.

Some of these go back a very long way. The Royal Navy's Fishery Protection Squadron, for instance, reflects those that date from medieval times – and today deploys the most modern surveillance techniques to combat them.

Seven hundred years ago they were hanging offences, too.

Wyllie's bequest

PORTSMOUTH Cathedral celebrated the 150th anniversary of the famous marine artist W. L. Wyllie's birth with an exhibition of sketches and his earliest work, never before seen in the city in which he made his home for most of his working life.

After his death in 1931, both the front and back pages of the Daily Mirror were devoted to his funeral obsequies. It is hard to imagine such a tribute being paid to a marine artist – or any artist, come to that – by a popular tabloid newspaper today. Wyllie left a much wider legacy than his pictures. He played a major role in the creation of the Society for Nautical Research, and in the dry-docking and subsequent restoration of HMS Victory, centrepiece of Portsmouth Historic Dockyard.

It is not going too far to say that, without Wyllie, the Historic Dockyard would not be the international attraction it is today – and so the International Festival of the Sea at Portsmouth might never have happened, either.

Veterans mark 60th anniversary of Dervish's run to Russia



● Veterans on the flight deck of HMS Campbelltown hold a service to commemorate those who are "left at sea". The wreck of one of the Arctic convoy ships, Passat, lies below.

HMS CAMPBELTOWN went to Russia to play a central role in commemorations to mark the 60th anniversary of the first Allied convoy to deliver vital supplies to the former Soviet Union.

On August 31, 1941 – 70 days after the outbreak of war on the Eastern Front – the convoy codenamed Dervish arrived in Archangel.

It took ten days, braving ice cold seas in which a man overboard would survive only two or three minutes, and was escorted by the aircraft carrier HMS Victorious, the cruisers HMS Devonshire and Suffolk and 12 destroyers and minesweepers.

Convoys continued until the end of the war and succeeded in delivering almost a quarter of all war materiel received by the Soviets during the conflict – four million tons of food, arms and equipment.

In over 40 separate convoys to Russia, out of 811 merchant ships 91 were sunk. There were few survivors. On the return trips a further 35 ships were lost. Some 23 of HM ships sent to guard them were also sunk.

Dervish 2001 was organised as a celebration of this co-operation and in memory of those who did not return from it. The Devonport-based Type 22 frigate Campbelltown spent two days in Murmansk where she joined the Russian Federation warships Zadorniy and Alexander Otravski for passage to Archangel.

Some 70 veterans from the

North Russia Club travelled from the UK to join their Russian counterparts for what may have been, owing to their advancing age, their final pilgrimage of this kind.

They attended ceremonial military honours, a wreath laying ceremony and a reception in their honour followed by fireworks.

There was a fly past by an RAF Nimrod.

First Sea Lord Admiral Sir Nigel Essenhigh was represented by Rear Admiral Mark Stanhope, Director of Operational Management Headquarters NATO Allied Forces North.

Admiral Stanhope was in command of HMS London when she visited Murmansk and Archangel in 1991 to mark the 50th anniversary of Dervish.

Earlier the Campbelltown passed the meridian where the Russian nuclear submarine Kursk lies – and, at the request of the Russian Navy, laid a wreath there in memory of the 118 men who died in her.

The Service held on board, which was also attended by 15 British and Russian Arctic Convoy veterans, began with a lament played by a Scottish piper.

An introduction was given by the ship's Commanding Officer, Capt Alistair Halliday, and after a minute's silence a moving tribute was made by Capt 1st Rank Anatoly Gavrilovich Uvarov, a former submariner and professor of the Lenin Naval Engineering College.

Capt Halliday told Navy News: "We were in the Barents Sea to commemorate the Arctic convoys, but we were honoured to be asked by the Russians to pay our respects

TRIBUTES TO CONVOYS – AND TO THE KURSK

to those who died on board the Kursk."

The three ships spent a day conducting a number of exercises together against air, surface and submarine targets including live firing of rocket-propelled depth charges (Russian) and guns from both Services.

□ Repairs to HMS Campbelltown's damaged propellers were being carried out in Norway by Royal Navy divers as Navy News went to press.

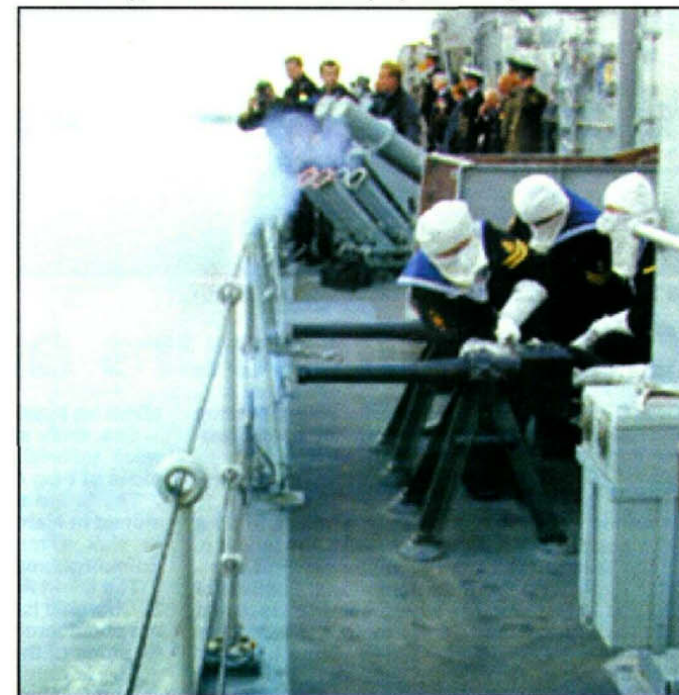
The ship, which had run

aground near Tromsø, is being worked on by members of Southern Diving Unit 1, from Devonport, and it is understood that the repairs carried out will be permanent.

The Campbelltown will undertake basin trials to test the repairs, then return to the UK as planned.

A ship's investigation has been launched into the grounding.

Royal Navy divers are trained to carry out repairs in situ in instances such as steering gear failure and propeller damage.



● HMS Campbelltown fires a 21 gun salute on arrival in

The Royal Navy's oldest squadron, the Fishery Protection Squadron, is also its biggest in the front line. In a special three-page feature for *Navy News*, Lt Cdr John Waring explains it has much more to do than just worry about –

THE PRICE OF FISH

The FPS can justifiably claim to be the oldest squadron in the Royal Navy. As early as 1379, Yarmouth established its own armed fishery protection vessels. And in 1586 the Admiralty sent a ship to patrol the North Sea fishing grounds during the herring season – for which service it paid £100 per annum.

Each autumn herring fishermen from Britain and other North Sea countries congregated off East Anglia and disputes inevitably arose. In those days, fishing crimes were classified as piracy and the culprits were hanged from the gallows at Cross Sands, an offshore sandbank near Great Yarmouth.

Nowadays the same offence is called poaching and those found guilty are merely fined. Among the many famous captains who have served with the FPS is Horatio Nelson, no less – in command of HMS Albermarle in 1781.

The ratification of the North Sea Convention of 1883 (an international convention for regulating the policing of the fisheries in the North Sea) saw the majority of seafaring nations with fishing interests there agree to regulations for maintaining good order among fishermen.

Fishery protection vessels distinguished themselves by flying a blue and yellow squared triangular pennant. Known as the International Fishery Protection Pennant, it is still flown by ships of the FPS engaged in fishery protection duties to this day.

In 1891 the gunboat HMS Hearty became the first full-time fishery protection vessel. Ten years later the squadron consisted of three ships based at Port Edgar near Edinburgh and by 1907 this had increased to seven ships.

The 1960s and 70s saw Ton-class minesweepers involved alongside the first of the Island class, which was launched in 1977.

In the 1990s the Squadron was actively involved in the "Tuna Wars" in the South West Approaches to the English Channel as well as in effective policing of the controversial North Sea sand eel fishery. In 1975 the FPS transferred to Rosyth and then moved to its present base at Portsmouth in 1994.



● ON PATROL: HMS Dumbarton Castle (foreground) and HMS Leeds Castle

'Ready to fight and win across a broad front'

FROM late 2001 the Island-class ships will be replaced progressively by a new generation of Offshore Patrol Vessel.

HMS Tyne, the first of three River-class OPVs, is currently under construction at Vosper Thornycroft's Woolston yard in Southampton. The contract was signed in May this year and the ship is due to start her first patrol in December 2002.

The River class will be leased from Vosper, initially for a five year period, and maintained by the company under Contractor Logistics Support. The ships will be bigger than the Island Class, with a length of 80m and displacement of 1,700 tonnes. They will be available to the Royal Navy for 320 sea days a year.

This will be averaged across the three ships to allow extended maintenance periods (probably no longer than 12 days) as required.

With an upgraded standard of accommodation – twin berth cabins with en-suite facilities for junior rates – these ships will represent some of the most modern and capable vessels in the Royal Navy.

The River class will be manned on a three watch system with a seagoing complement of 28 and a ship's company of 43. The watch routine will be based on a two week rotation with each watch completing a month at sea followed by a two week stand down.

The introduction of the River class has drawn attention to the

● Below: artist's impression of the new River-class Offshore Patrol Vessel with (left) the first of class, HMS Tyne, in build at Vosper Thornycroft's yard at Southampton.

FPS, highlighting the valuable task that all ships in the Squadron perform. These versatile ships will be able to operate with helicopters and could be used in maritime counter terrorism, anti-drug surveillance or pollution control roles as well as their core tasking of fishery protection.

HMS Severn and HMS Mersey will follow HMS Tyne into service at six month intervals.

The FPS represents the Royal Navy in the front line of home waters patrolling. Each ship and every person in the Squadron plays a vital part in sustaining the complex tapestry of Economic

Exclusion Zone control.

As a new era dawns with the advent of the River class, the FPS stands ready to fight and win across a broad front – from "Fish Tale to Fighting Teeth".

● Lt Cdr John Waring is the Royal Navy's Fishery Protection Inspector. See over page.

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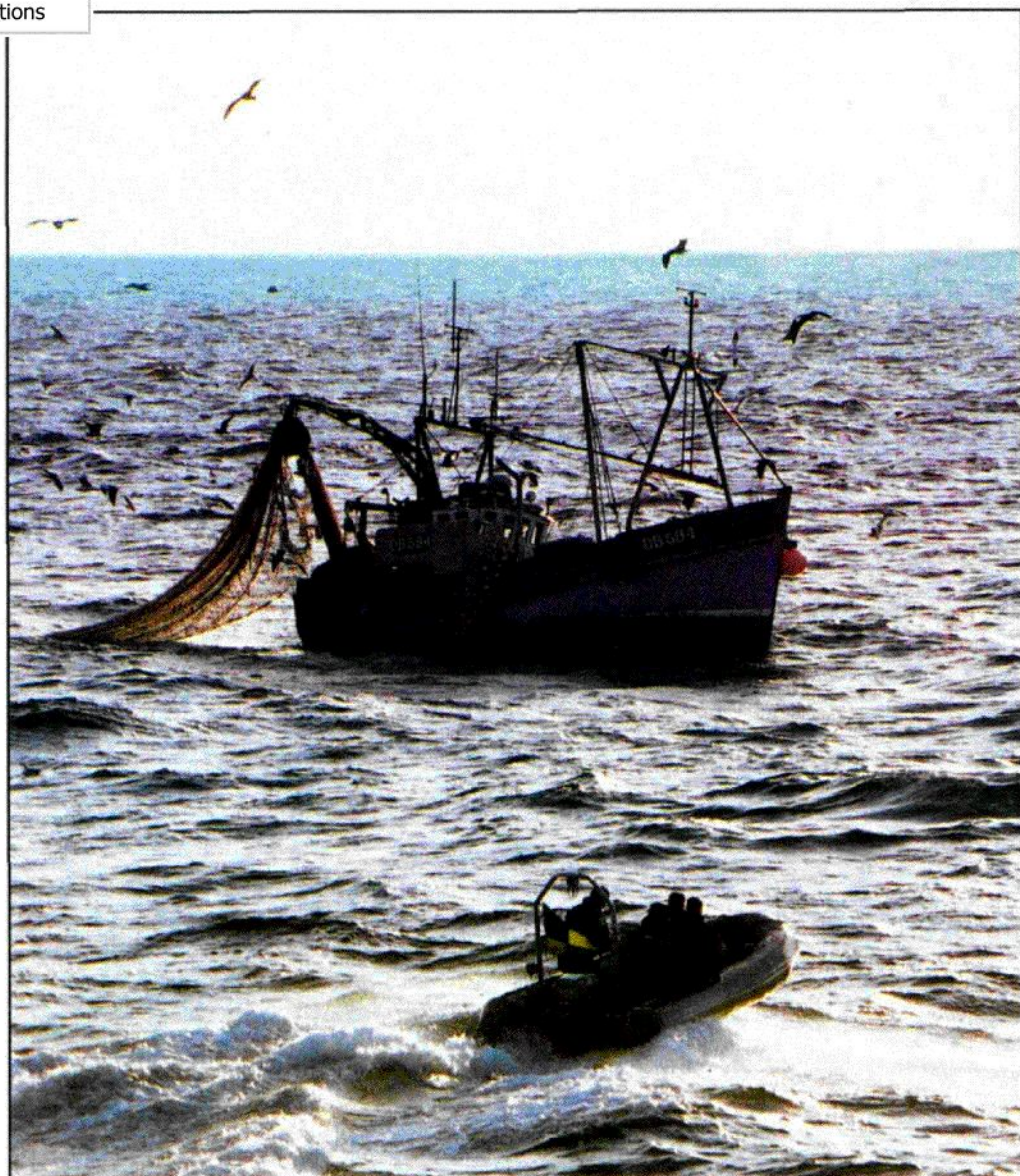
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● **BOARDERS AWAY:** Boats are launched at long range to minimise risk of detection.

NO ONE is ever going to persuade you that measuring 22 tonnes of 13 mixed species in the hold of a foreign fishing vessel, 150 miles out in the South Western approaches on a cold January morning is a pleasant occupation, writes Lt Cdr John Waring.

It is made even worse by the fact that you arrived on board by seaboat at 6am after a four mile transit in sea state 4.

As Officer of the Watch of an RN Fishery Protection Vessel you spent the previous evening tracking the boat you are now inspecting. It was first spotted by an aircraft dedicated to aerial surveillance of fishing vessels around the British Isles, its position relayed to you by secure radio link.

Using satellite position reports, updated every two hours, you shadowed it at extreme radar range before launching an early morning, long-range boarding to afford minimum risk of detection. As one of your ship's three qualified British Sea Fisheries officers, it was your turn to be Boarding Officer.

By 11am all 22 tonnes of fish have been assessed by you and your assistant and compared with figures declared in the skipper's fishing records – he is required by law to record his catch daily. You were not able to speak the crew's native tongue, but you had to tell him there was a problem with your assessment. Catch offences of the nature you suspect are liable for a maximum fine of £50,000, if successfully prosecuted.

After discussing your analysis via radio with the fisheries authorities in London, you are instructed to detain the fishing vessel into Milford Haven, nearly 200 miles away, for further examination.

This is anyway going to cost the skipper around £8,000 in lost fishing opportunity for each day his boat is away from the fishing grounds.

You have also asked him to haul in his nets for inspection – for which you have needed his co-operation! As well as enforcing the law, one of your roles is to educate the fishing community on aspects of fisheries legislation. You have had to establish whether he was aware of the new European Union Fishing Vessel Monitoring System regulations that have just come into force.

Five hours into your inspection, the fishing vessel's crew are getting a bit restless. They have been at sea for nine days and can see their hard-earned share of the profits slipping away.

The owner is later prosecuted at Milford Haven Magistrate's Court – you are a key witness – and fined £67,500. Immediately after, the Scottish Fisheries Protection Agency delivers another order for payment of £40,000 in unpaid fines from previous offences...

This is the task of the Fishery Protection Squadron – the Royal Navy's oldest squadron – on call throughout the year. The fishery limits of England, Wales and Northern Ireland cover over 80,000 square miles of sea and stretch 200 miles from the coastline and the Squadron has authority to board any British or foreign vessel within British Fishery Limits (BFLs) and any British-registered vessel anywhere around the globe.

Within BFLs lie some of the world's richest fishing grounds, created by the comparatively shallow European continental shelf. Sixty per cent of all fish landed in the European Union is caught within these waters and at any one time there may be more than 1,000 vessels fishing within BFLs.

The FPS works in conjunction with the Sea Fisheries Inspectorate from the Department of Environment, Food and Rural Affairs (DEFRA), administering the laws and international agreements governing sea fisheries.

Comprehensive aerial surveillance is provided by Direct Flight Aviation Ltd. Aircraft employed in this way are distinguished by the callsign 'Watchdog'. They fly over

FISH TALE

The sharp end of the



● **CONSTANT WATCH:** HMS Shetland on patrol in the British Fishery Limits – 80,000 square miles of sea stretching out 200 miles from the coast.

every square mile of BFLs on average 36 times a year.

Watchdog aircraft are also used in night-time surveillance, where their high-resolution infra-red

on which the Government monitors the uptake of fish stocks, negotiates fishing agreements with other nations and formulates conservation measures. By providing

Sixty per cent of all fish landed in the European Union are caught within British Fishery Limits

equipment is capable of seeing the wires that fishing vessels use to tow their nets – so confirming that they are actually fishing. Photographs of them towing this gear can be used as evidence in court.

By day, the aircraft fly low enough to enable the aircrew to read the name of each vessel sighted. Vessel identity and positional information provided by Watchdog is then used by FPS ships to help compile the "surface picture" of fishing vessel activity. To reinforce this, each FPS ship can access satellite-derived information from which the position of most high seas fishing vessels can be plotted.

Information on the amount of fish caught is transmitted to fisheries managers on a daily basis. It forms part of the overall picture

this data, the Royal Navy has a valuable role in the management of the nation's fish stocks.

While the majority of fishermen are law-abiding and fish legitimately, there is no doubt that the presence of a Royal Navy ship acts as a deterrent.

Not all methods of fishing are mutually compatible. Fishing with trawls and towed dredges may lead to conflict in areas where fixed fishing methods – lobster pots, for example – are in use.

Fishing for certain species of fish or within distinct sea areas, such as sensitive spots in the middle of the English Channel, may lead to friction. Fishermen have been known to manoeuvre at high speed and in close proximity to each other, shining their searchlights into bridges and threatening to fire flares.

FPS ships are required to separate these vessels to prevent injury and reduce the chance of an international incident.

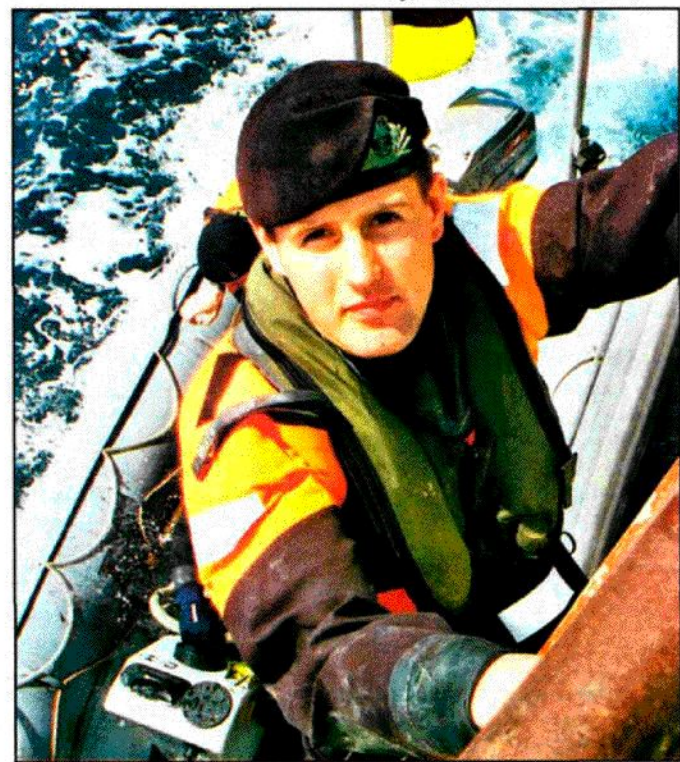
The Boarding Team comprises an officer, who is the qualified British Sea Fisheries Officer (BSFO) accompanied by an assistant (ABO). BSFOs include the Commanding Officer together with the First Lieutenant and either the Gunnery or Operations Officer, depending on ship type.

BSFOs complete a three-week training course run jointly between DEFRA and the FPS. Topics include detailed study of legislation but a key feature is recognition of fish and shellfish – they have to distinguish over 90 species!

As well as being the oldest, the Fishery Protection Squadron is also the largest front line squadron in the Royal Navy. The purpose-built Island-class vessels, HMS Alderney, Anglesey, Guernsey, Lindisfarne and Shetland form the backbone of the FPS Offshore Division.

Up to four Hunt-class mine countermeasures vessels (MCMVs) also undertake a 12-18 month roulement with the FPS and form the Inshore Division.

HMS Middleton, Chiddingfold, Hurworth and Brocklesby are the Hunt MCMVs currently assigned to Commander Fishery Protection. Meanwhile HMS



● **ROUTINE INSPECTION:** Lt Gordon Brockington, Operations Officer in HMS Middleton, can demand to inspect any fishing vessel within British Fishery Limits

TO FIGHTING TEETH

Royal Navy Fishery Protection Squadron



Detention of fishing vessels into commercial ports around the UK, sometimes at night, may require navigational plans to be compiled at short notice.

Search and rescue operations are frequent and involve the whole ship's company. In the past 18 months, these have varied from assistance to yachts in the North East Atlantic to recovering downed aircrew. Also, the FPS has been called upon to provide a command platform for a Maritime and Coastguard Agency-instigated maritime disaster exercise.

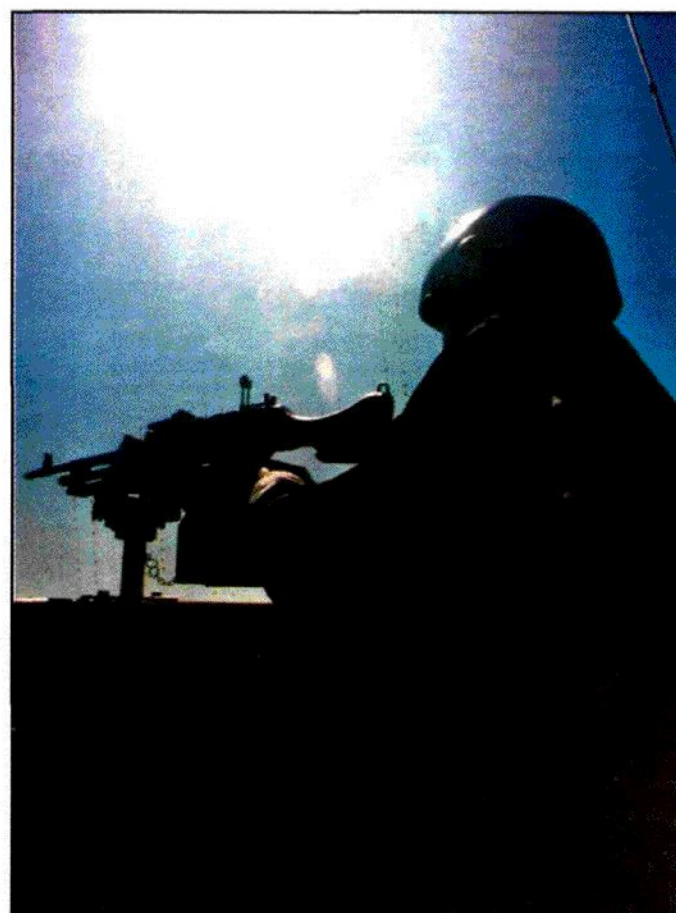
The four Hunt-class MCMVs are pivotal in the wider military utility of the FPS. As well as fulfilling a large share of routine patrolling, explosive experts on board are involved in the safe disposal of World War II mines trawled up by fishermen.

HMS Dumbarton Castle and Leeds Castle are stationed on an alternating basis in the South Atlantic for a three-year period. They provide the permanent seagoing Royal Naval presence in the region under the direction of Commander British Forces Falkland Islands.

The military and civilian communications capabilities of the FIPV are comprehensive, having to cope with the normal requirement of the maritime patrols in an environmentally hostile and remote part of the world as well as the possibility of acting as a command platform in the event of a major incident.

The mission of the FIPV is one of deterrence achieved through an overt maritime presence in an area which includes South Georgia some 850 miles to the south east.

It conducts in-theatre joint exercises with Army and RAF units in order to enhance its operational capability. Support to the Resident Infantry Company, currently the Gurkhas, includes embarking up to 120 members of the RIC at a time and taking them



● **STANDING GUARD:** The Fishery Protection Squadron maintains a permanent presence in the South Atlantic.

to some of the less accessible areas of the islands for insertion by boat or helicopter.

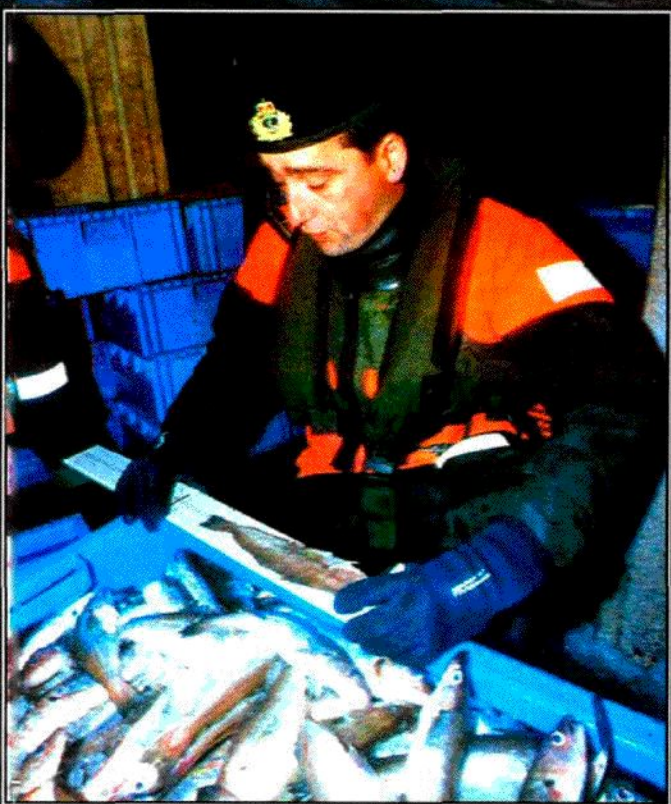
With its Air Picture Radar, the ship can be tasked at any time to provide radar cover and contribute to the Falkland Islands Air Defence system.

Reassurance to the local population is achieved through the well-established process of visiting

outlying and remote settlements during routine patrols.

The FIPV also contributes to the national task of Defence Diplomacy by conducting foreign visits to South America.

More than just the price of fish, then – the Fishery Protection Squadron casts its net pretty wide these days.



● **SIZE MATTERS:** Lt Cdr Mark Hart, commanding officer HMS Middleton, checks fish to ensure they comply with regulations.

Dumbarton Castle and Leeds Castle alternate as Falkland Islands Protection Vessel. When not stationed in the South Atlantic, they may be used in fishery protection around the UK, in refit or tasked as an MCM Command Platform.

FPS ships are ideal platforms for training and practice of a variety of seamanship and warfare-related skills – and they conduct

more frequent seaboat launches than any other RN squadron.

Young Officers have an excellent opportunity to refine their navigational skills in some of the busiest shipping lanes in the world. The nature of the business involves close quarters manoeuvring within 400 metres of a fishing vessel and the ability to react to their often unpredictable movements.



● **MORNING CALL:** Information on the amount of fish caught is transmitted to fisheries managers on a daily basis.



At Your Leisure

A 'pannikin navy?' Not after the Emden, it wasn't . . .

First blood: how the RAN won its spurs

The Royal Australian Navy is 100 years old this year. It made its mark early on. First Australian involvement in the Gallipoli campaign was by a naval vessel, the submarine AE2 – although it was the deeds of the “Diggers” ashore that captured the popular imagination and created the Anzac legend.

The event that really put the RAN on the map, so to speak, actually occurred even earlier – on November 9, 1914, when the light cruiser HMAS Sydney destroyed the German

raider Emden. The story is told in *The Royal Australian Navy* (Oxford University Press) edited by David Stevens, Vol III of the Australian Centenary History of Defence.

Since the Sydney, commanded by Capt (later Vice-Admiral) J. C. T. Glossop, RN, had the edge over Emden in speed, range of guns and weight of metal, the result of the action – one of the few single-ship encounters of World War I – was never really in doubt.

Nevertheless, Glossop underestimated – as did British naval authorities generally – the effective range of the German 105mm guns and Emden made the first hits just after 0940. Sydney suffered four men killed and more than a dozen wounded, but these were the only RAN casualties.

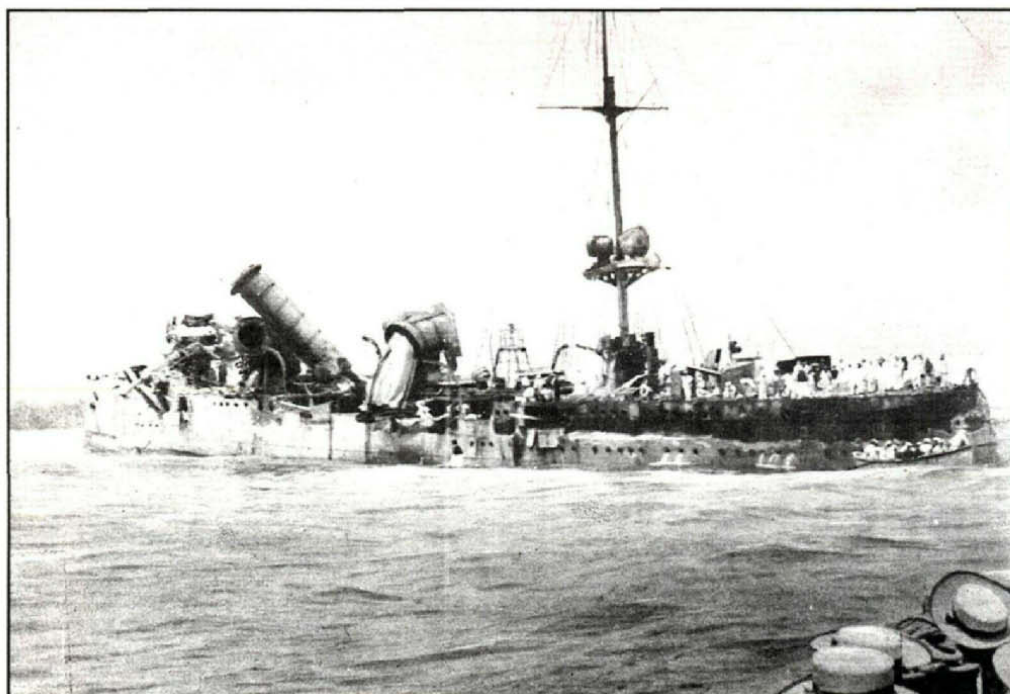
Thereafter, Glossop kept his dis-

tance, eking maximum advantage from his heavier weapons. Emden made only a dozen hits in total, and her fire soon slackened as Sydney's gunnery began to tell.

By 1100 only one German gun remained in action and the Australian crew watched in awed fascination as a large fire took hold of Emden aft and their enemy crumbled. First the foremost funnel toppled, then the foremast, the second funnel, and then finally the third.

Incapable of firing back and hoping to save lives, Emden's captain, von Muller, made for North Keeling Island, where the ship grounded at 1120.

Sydney disengaged and sped after Emden's collier, *Buresk*, which had come up during the action. Overtaking her shortly after noon, Glossop was unable to pre-



● **FIRST BLOOD:** A cutter from HMAS Sydney takes off survivors from the grounded wreck of the Emden.

vent her crew scuttling their ship to avoid capture.

Sydney had returned to Emden by 1600 and Glossop was surprised to find the German Ensign still flying. After an inconclusive exchange of signals, he closed in to 4,000 yards and reluctantly fired two further salvos. The ensign immediately came down and the Germans displayed a white sheet on the quarterdeck.

Scenes on board were some of the most horrifying Glossop could imagine: “My God, what a sight!” he wrote. “... everybody on board was demented by shock, and fumes, and the roar of shells bursting among them. She was a shambles. Blood, guts, flesh and uniforms were all scattered about. One of our shells had landed behind a gun shield, and had blown the whole gun crew into one pulp. You could-

n't even tell how many men there had been.”

The final German toll was 134 dead and 65 wounded from the 316 on board. Von Muller survived the engagement, and Glossop allowed him to keep his sword as a mark of respect.

Sydney's surgeons worked non-stop for more than 40 hours attending to the wounded – only four of whom died while in their care.

Emden's earlier exploits had ensured that von Muller was singled out for praise in the Allied press, and the quality of Sydney's victory against a brilliant and cunning foe was therefore all the greater.

The world's newsmen remarked on the far-sighted statesmanship that had seen the creation of the ‘King's Australian Navy’ and the action had important strategic consequences. In a matter of months

and at the cost of a handful of lives, seapower had removed the only immediate threats to Australian security.

In direct consequence, troop convoys were able to cross the Indian Ocean without escort for more than two years, and no soldier was ever lost as a result of enemy action on his way to the Middle East.

In any accounting, this was an extraordinary achievement – summed up by the “bush poet” Banjo Patterson, then working as a war correspondent: “We can hardly believe that Australia's first naval engagement could have been such a sensational win, for our people are not seagoing people and our navy – which some of us used to call a pannikin navy – was never taken very seriously.”

Few people would make the same mistake again. From *Navy News* to the RAN – “Happy Birthday, one hundred definitely not out.”

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The featured ship
for OCTOBER is
HMS MIDDLETON
A Hunt Class MCMV



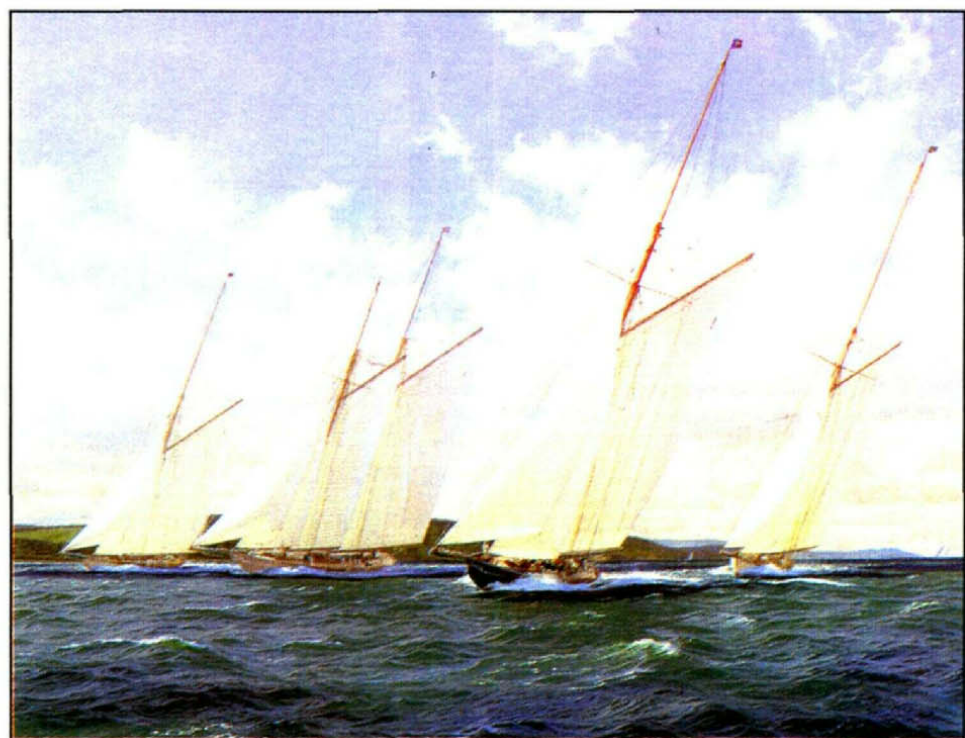
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Britannia took some beating

FROM her launch in 1897 right to the end of her phenomenally long career, which spanned four decades, King George V's yacht *Britannia* was famous for excelling in strong breezes.

She is maritime artist Steven Dews' all time favourite yacht and features several times in *A Cloud of Sail* (Airlife £35), a sumptuous collection of 55 of his works.

Even well reefed and against much more modern yacht designs, she took some beating right through to the end of her life – which came when, on the King's orders, she was scuttled after his death by the Royal Navy off the Isle of Wight. She is seen here (foreground) pitched against *Lulworth*, *Westward* and *White Heather II* in the 1926 season.



At Your Leisure



Navy stars who won all the prizes

THE OFFICER corps of the Royal Navy during the long wars of 1793-1815 was one of the most successful military cadres in history, winning the vast majority of its battles, often in the face of daunting odds.

The most glamorous and high-profile group was undoubtedly the frigate captains – often portrayed as the cream of their profession.

Because independent action and rugged individualism were essential to their stories, it is not surprising that naval novelists have done much to foster the image. But is it true?

In *Star Captains – Frigate Command in the Napoleonic Wars* (Chatham £20) Tom Wareham looks at the nature of frigate command and asks how and why such officers were appointed, what was expected of them, and how they were rewarded.

The picture that emerges is one of conscious selection and “fast track” promotion – not merely young men serving an apprenticeship before moving on to the command of a battleship, but a real elite with specific and highly prized skills.

The romantic image portrayed in the novels of C. S. Forester and Patrick O'Brian was indeed close to the truth – frigate captains were outstanding officers whose careers followed separate paths from their less talented contemporaries.

They were also, to a very great extent, in it for the money – not a charge that can be made at their modern counterparts.

The real life Edward Pellew, memorably portrayed by Robert Lindsay in the *Hornblower* TV series, did very nicely, thank you, from prize money awarded from the capture of ships.

Against this, the author notes, a frigate captain's pay failed to keep pace with the enormous inflation between 1793 and 1800 and by the end of the war only increased enough to bring it back to its original worth.

Devastation on delivery



The 1872 painting by William Frederick Mitchell of HMS Devastation comes from the National Maritime Museum collection and illustrates the jacket of *Birth of the Battleship* by John Beeler (Chatham £35).

Her 14in armour was, at the time of her design, “impervious to any gun afloat except the largest at close quarters” – but the rapid growth in the power of ordnance at this period meant that it was already inadequate by the time she was commissioned.

Lowdown on sniping, plus Russia's top guns revealed

WITH *Sniper – The Techniques and Equipment of the Deadly Marksman* (Salamander £20) Sgt Major Mark Spicer has created something of a controversy – surely the ways of a trained killer are better not described in such close detail?

Actually, it is his critics who are off target.

“These days we are trained to take out equipment as much as people,” he says. “You write off his radio, and the enemy can't talk to each other. We save more lives than we take.”

The subject is much in the news lately, with the film *Enemy at the Gates*, the so-called true story of a duel between two snipers in the ruins of Stalingrad.

In fact, the Russian crackshot Vassili was probably the creation of Stalin's propaganda people, though the Soviets did produce many top-class marksmen – several of them women.

One of the most celebrated of these is Mila Pavlichenko, whose story is told by Albert Axell in *Russia's Heroes* (Constable £18.99).

Her marksmanship during the defence of Odessa, on the Black Sea Coast, was the talk of the entire coastal Navy.

Her fame became worldwide. Invited to America by Eleanor Roosevelt in 1943 – before the Second Front opened in Europe, she brought the house down at a lunch in Chicago: “I am 22-year-old and have already destroyed 309 enemy soldiers who have invaded my country – I hope you will not hide behind my back for too long.”

The book has an interesting section describing the activities of Russian submarines of the Northern Fleet – including a successful, if inconclusive attack on the Tirpitz. Whether K-21 actually scored a hit is slightly questionable – that it got close enough to get off its torpedoes is not.

were found lying side by side.

Hollywood made-for-TV movies generally aren't much good, but this is certainly one of the better, more unusual examples. It's obviously a low-budget affair, but the miniatures (of the warships and of Charleston harbour) are detailed and quite convincing, and the digital manipulations aren't too annoyingly obvious. The film has already premiered on satellite television, will doubtless be showing up on a terrestrial channel before long and is also available on video cassette.

At any rate it will be considerably easier to see than *Q-Ships*, a British silent film of 1928. This old movie's topicality today relates to the post-refit return of HMS President to her berth (since 1922) on the Thames, between Waterloo and Blackfriars bridges.

She was launched during World War I as, indeed, a Q-Ship – tasked with seducing German U-boats into surfacing by posing as an unarmed merchantman, then opening fire with all sorts of concealed ordnance. Lt Cdr Harold Auten, who dreamt up the idea, and the great Earl Jellicoe himself were credited on the film as “technical advisers”.

Incidentally, a 1931 Hollywood movie, *The Seas Beneath*, purported to show how Q-Ships were devised by the US Navy. Indignant Brits retorted that in fact the Americans had spurned the subterfuge throughout the war. Evidently here is one of those controversies that recurs in different forms on a decade-by-decade basis.

ScreenScene

— by Bob Baker

The Hunley – secret weapon of the South

THE AMERICAN Civil War: cannons and cavalry, soldiers in grey blazing away with muskets at soldiers in blue over a low stone wall. But in fact the conflict had important naval aspects, too, and since it took place in an era of both sail and steam, gave rise to all sorts of historical and technical curiosities. The *Hunley* tells the story of one such curiosity.

During the Federal blockade of the port of Charleston, the Confederate army decided to try its luck with a submersible – you wouldn't want to call it a submarine – and came up with the *Hunley*, a Jules Verne-like contraption, in which the eight-man crew turned the propeller by hand-crank.

The film describes the set-backs (two separate crews were drowned during trials), the friction (between army and navy, between English and Irish crew members), the demand for results (Donald Sutherland on authoritative form as the Confederate general) – all against a background of regular bombardment from the Yankee warships off-shore.

Finally the *Hunley* was deemed ready for action, though its weapons delivery system clearly left much to be desired: the “torpedo” (which would be termed a mine in later parlance) was mounted on a pole attached to the vessel's bows.

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Festival crew attract recruits

THE RNA's stand at the Festival of the Sea was organised by Area No 3 (The Southern Flotilla) and manned by shipmates from the Area, with the help of volunteers from Boston, Tenbury Wells and Ferndown.

They were ably led by "Killicks of the Watches" David Evans, Fred Flood, Rita Lock and Tom Clayton.

The heatwave on Friday and Saturday helped to provide a constant stream of visitors, including some ex-matelots who were helped to find their local branches with the aid of our non-computerised map showing the location of every UK branch and club.

Other attractions on the stand were a book sale, prints of HMS Cossack and Drake's Golden Hinde. There was also a display of RNA recruiting posters through the ages.

Sunday's crew thought they were back in the North Atlantic with the "monsoon" just after opening time but, undeterred (well, they were all matelots) the recruiting went on unabated.

Back to fine weather on the Monday and more streams of visitors so the total of introductions to possible new members rose to 28.

The raffle lucky numbers were drawn by Lt Cdr Guy Nicholls, Weapon Engineer Officer of HMS Marlborough, assisted by Lt Garrick John Miller USN, who is serving, on exchange, aboard Marlborough.

Lt Miller's many duties include that of Adventurous Training Officer.

The prizes included trips to Cherbourg (donated by P&O Ferries), to the Isle of Wight (Wightlink Ferries), framed prints and, most popular of all, "Shipmate Teddy Bear" who found a new home on the RNBT stand, right next door to the RNA stand.

All together, a successful weekend with the promise of new members for the Association and some, we hope, lasting memories of the Royal Naval Association for the visitors to take home.

Mars casualties are no longer forgotten

THE FORGOTTEN sailors of HMS Mars, killed in an explosion during gunnery exercises near the Fastnet Rock off the southern coast of Ireland on April 14, 1902, will be honoured, fittingly, on the 100th anniversary of their deaths.

A remembrance service will be held in a church in the town of Cobh, Co Cork, 100 years to the day since the incident, followed by a wreath-laying ceremony in a nearby graveyard, where nine of the 12 officers and men of HMS Mars are buried. Cobh, once Queens-town, was a former RN base.

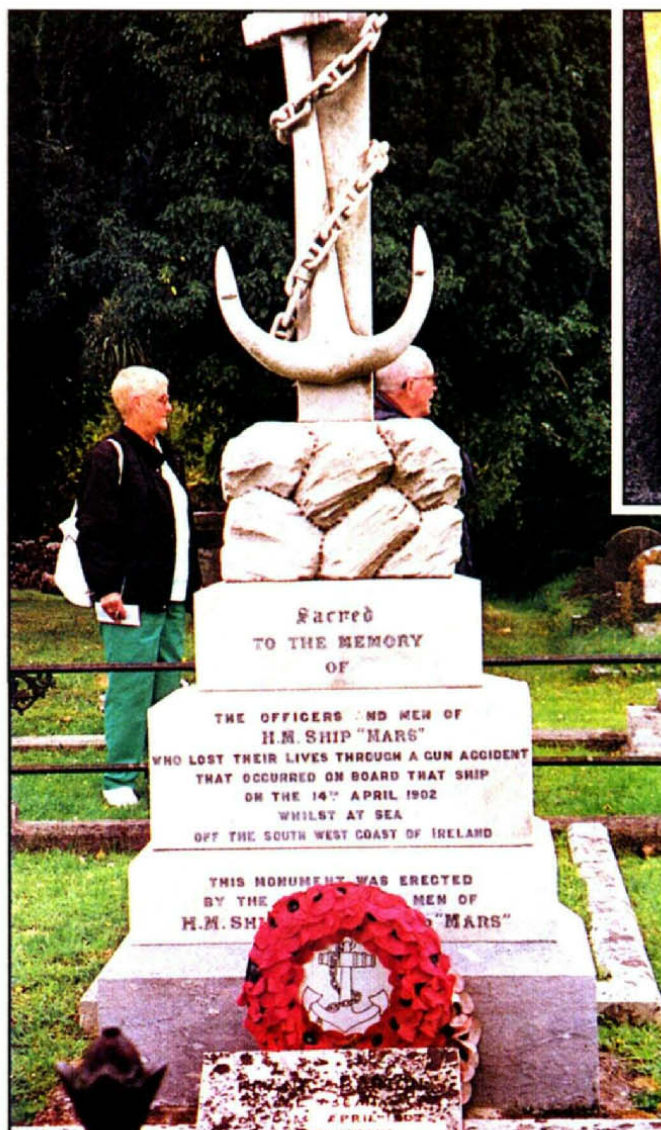
The memorial day for the forgotten sailors is being organised by members of the Irish Naval Service, which restored the overgrown and neglected graves and erected a granite plaque, and the Cork and County branch of the RNA.

The plaque bears the following names: Lts James H. Bourne and Tom C. Miller, CPO Edwin Sutton, POs George H. Hopkins and Henry J. Humphreys, LS Edward J. Brown and ABs Alfred Shipton, Septus H. Barnett, Thomas W. Porter, Samuel J. Thomas, Frank H. Barton and Ellis G. Collins.

It is hoped that these names may ring a bell with a great-grandchild, grandchild or relative of the deceased. If so, a warm welcome awaits them if they travel to Cobh for the memorial services.

For details contact Mr John Gregory, Cork and County RNA Secretary, 44, Silversprings Court, Tivoli, Cork, Republic of Ireland, tel 353 21 4500979 (after 6pm) or Eugene McCarthy, email emmcarthy1@eircom.net

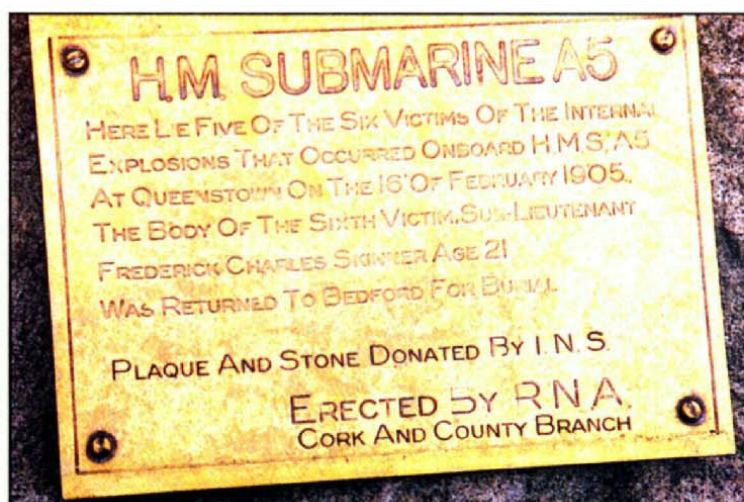
A recent visitor to Cobh was S/M Roy Jones, of Llandudno



branch, who laid a wreath and flowers on the graves of the forgotten sailors.

He was very impressed by the restoration work carried out by S/M John Gregory, ex-Army Sgt Victor Fitzgerald and CPO Owen O'Keefe, of the Irish Navy,

who also attend to the graves of five of the six crewmen of submarine HMS A5, killed when their boat was rent by internal explosions on February 16, 1905. They deserve the highest praise, said Mr Jones.



● The memorial to the victims of the explosion on board HMS Mars in Cobh (left) and the plaque recalling the deaths of six submariners on HMS A5, when the Irish port was a Royal Navy base.

£50 PRIZE PUZZLE



THE MYSTERY picture in our August edition was a Douglas Skyraider.

The winner of our £50 prize for identifying the airframe was Derek Taylor of Colchester.

This month's mystery vessel, ploughing towards our camera, started life as a conventional warship, but was later converted to become a floating classroom.

What was her name? The

correct answer wins another £50.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is November 12. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our December edition. The competition is not open to Navy News employees or their families.

Heroes in the van on hybrid 'ship'



● Newbury and District RNA's hybrid warship - part man o'war under sail, part heavy battleship.

NEWBURY was treated to a display of Naval heroes when the Newbury and District RNA entered a float in the town's summer carnival.

The theme of the carnival was 'heroes', which gave branch members a bit of a problem - how to choose a handful from the hundreds in the annals of the Navy.

In order to reflect both the distant and more recent past, members created a hybrid ship for their float - part man o'war under sail, part battleship with heavy guns.

And displayed along the flanks were the representative heroes: Admiral Lord Nelson, Sir Walter Raleigh, Sir Francis Drake and Capt James Cook (representing men under sail); Admiral Sir David Beatty and John Cornwell VC (from World War I); Lord Louis Mountbatten and LS James Magennis VC (from World War II).

The float was led by Branch Standard Bearer S/M Des Johnson.

MYSTERY PICTURE 80

Name

Address

My answer

Royal Naval Association



● Members of Horsham branch at RNAS Yeovilton.

Fury at the end of visit to air station

A VISIT by members of Horsham branch to RN air station Yeovilton ended on a high note when the group saw the Hawker Sea Fury of the Royal Navy's Historic Flight take to the air for the first time following a two-year restoration programme.

The branch, along with friends from the RAFA, spent two days at the Somerset air station.

The first day took in the Fleet

Air Arm Museum, and a visit to the Senior Rates' mess for a few jars in the evening.

The second day included a visit to see the Sea Kings of 848 Naval Air Squadron, including a talk by pilots on the squadron.

The encounter with the Sea Fury came when the group visited the Historic Flight, where they met Cdr Brian Woods, who is manager of the Flight.



● George and Laurel MacDonald.

Navy couple celebrate their Golden Wedding

GEORGE and Laurel MacDonald of Worthingham, near Beccles, have celebrated their Golden Wedding, and were presented with a commemorative plate by the vice president of the Beccles branch, S/M Joyce Jones.

Both George and Laurel served in the Royal Navy in World War II, and have been members of the RNA since 1985. They have both been active on the Beccles branch committee over the years.

Laurel, from Yorkshire, is a life member of the Association of WRNS and is an active member of the Association's Norfolk branch committee. She is also involved in local charity fund-raising.

Hurworth hosts Chichester branch

CHICHESTER branch has established an affiliation with the mine countermeasures vessel HMS Hurworth.

Shipmates from Chichester recently toured the ship when she was in Portsmouth, and were then entertained.

Following that a number of the ship's company were the guests at a buffet held in the Park Tavern, the Chichester headquarters, where gifts were exchanged.

Further visits between branch and ship are to be organised subject to the ship's programme.

George, a native of North Uist in the Outer Hebrides, served on Atlantic and Russian convoys, and is a life member of the Russian Convoys Veterans Club and the Castle-class Corvette Association.

After the war he served as a Radio Officer in the Merchant Navy, employed by Marconi International Marine Communications company.

One of his assignments was on RFA tanker Surf Patrol, on commercial contract to overseas oil companies. His assignment lasted for three years without coming back to the UK, the ship logging 200,000 nautical miles.

In 1957 he was promoted on to the technical staff and retired in 1989 as Manager Eastern Area.



Around the Branches

Coventry

A reluctance by Coventry branch to have their wives and friends visit the city centre at night meant the branch held its first mid-week social between 1200 and 1700.

Music and entertainment were laid on, and there were surprise guests in the shape of a young couple from New Zealand who had flown over to marry at Gretna Green.

They were accorded 16 bells by branch chairman Terry Waterfield.

Thetford

The Thetford branch has awarded life membership to two stalwart members, area delegate S/M John Jackman and standard bearer S/M Dick King.

A social and delicious 'eats' provided by the ladies marked the 30th anniversary of the branch.

Camberley

A gala dinner was given by the Camberley branch to mark the retirement after 46 years of treasurer S/M Bert Fidler. A life member of the RNA, he was presented with a watercolour of a D-Day event, painted by chairman S/M Geoff Cook.

No 11 Area

Members of branches throughout No 11 Area thoroughly enjoyed the RN Northern Reunion, held at Yorkshire Air Museum.

Prior to a parade and service they toured the permanent exhibition of vintage aircraft and watched a Spitfire display.

Leeds Headingley No 1

Shipmates of Leeds Headingley No. 1 were very impressed by the smart turn-out of cadets and the programme they put on, when they attended an annual inspection by Commodore Roger Parker of Leeds Sea Cadet unit, TS Ark Royal.

King's Lynn

To raise funds for charity, the King's Lynn branch manned a stall (below) at the annual Sandringham Flower Show, which was attended by the Queen Mother, Prince Charles - and 40,000 visitors.

Rosyth and Fife

Before leaving HMS Caledonia to take up duties as Commanding

A SERVICE tie from HMS Rodney has been put up for postal auction by Bude branch.

HMS Rodney, a Nelson-class battleship which was completed in 1927 at a cost of £7.6 million, saw action against the Bismarck and fought at Salerno, Anzio and Normandy.

She was scrapped in 1948.

The tie, which is in very good

condition, is maroon, with a repeat of HMS Rodney and the ship depicted.

Branch Secretary Bob Gelder said the tie and other Naval memorabilia came into the branch's possession following the death of a retired officer who had served in her.

Other ties and items have been used as raffle prizes, but it was felt

that the Rodney tie merited a different approach.

Sealed bids are invited - no cheques at this stage - by October 22 to Hon Secretary, RNA Bude Branch, 9, Shortlands, Pyworthy, Holsworthy, Devon EX22 6SY.

The highest bidder will be notified shortly afterwards, and the winning bid will be donated to Naval charity.

Officer, HMS Neptune, Cdr J.H. Leatherby was presented with an inscribed Quaich in appreciation of his generous support for the branch.

The presentation party included chairman S/M M. Firth and vice chairman Lt Cdr A.V. Bayliss.

Weymouth

As guests of the branch, six residents of the Royal Star and Garter Home took part in Veterans Weekend and, following the parade, manned a stall on the seafront to raise funds for the Home.

They were assisted in this task by Falklands survivor Simon Weston, president of the Home.

Crieff

In recognition of loyal service, founder member and secretary of the Crieff branch, S/M R. J. Turner, has been honoured with

life membership.

Chatteris

One of yesterday's forgotten heroes and today's town sweeper, Bill Larham, has been honoured by Chatteris Town Council by having a road named after him.

For Naval service in the Battle of Anzio, he was awarded a Distinguished Service Medal.

Southend-on-Sea

Friendship between the branch, which hosts the annual Pearl Harbour Remembrance Service, and the US Embassy was strengthened when members of the branch were invited to a social in the home of the US Deputy Naval Attache, Lt Col Kurt Stinemetz USMC.

A buffet lunch in HMS Nelson followed by a visit to the aircraft carrier USS Enterprise was enjoyed by members of the committee on the invitation of the Commander

of the US Naval Activities.

Bury

Wartime memories were recalled and its military vehicles and regalia inspected during a 1940s weekend, held in conjunction with East Lancs Railway.

Highlight was a massed military parade to music by the Lancashire Fusiliers Regimental Band and that of the Air Training Corps.

The standards of Bury, Ramsbottom and Rochdale led the parade which included representatives of the White Ensign Association, the Coastal Forces, the RAF, the Royal British Legion and the Lancashire Regiment.

The salute was taken at the railway station where a lone piper played during the wreath-laying.

This popular weekend event, now in its third year, also included a military fair to raise funds for the Fusiliers Museum.

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Tight fit?

The Navy Board has lately taken to lunching at the coal face, so to speak – but it must have been a bit of a squeeze fitting them all into a submarine – even a Trident submarine.

Here they are on the casing of HMS Victorious at Clyde Naval Base, where they hosted a lunch for the commanding officers from Faslane-based ships, submarines and Fleet Protection Group RM.



DRIVING FORCES

As the on-the-road recruiting 'season' winds up this month, POA(AH) John Lynch of the Central Display Workshop, DNR Wroughton describes life on the road for the modern equivalent of the Press Gang . . .



● **SOFT SELL:** NA(AH) Andy Margerinson turns the full power of his charm on visitors to his mobile display vehicle.

Topmast spreads a little harmony

NEW manning regimes set out in the Navy's Topmast ('Tomorrow's Personnel Management System') programme have been successfully trialed at Devonport.

Members of the Topmast Team, staff from the Devonport Drafting and Careers Management Liaison Office, departmental co-ordinators from Captain F6 and staff members from the 2nd Submarine Squadron joined to test the proposed Topmast Squad system – for the Warfare Branch, at OM rate only.

Topmast team member WO 'Doc' Findlay told *Navy News*: "We tested it with the lads down the mess deck onboard HMS Montrose and they thought it was great."

WO Barry Cooke from Devonport DCMLO added: "The lads and lasses in Montrose were pleasantly surprised by the results. We showed that the Squad system would benefit individuals by giving them more structured leave, a better record of separated service and achievement of harmony and a greater ability to plan their careers."



We all know the scenario. Front line time completed, waiting for the new draft – and then it arrives, DNR Wroughton. What's that? Well, it's situated in the Wiltshire countryside, only six miles south of Swindon and the M4. Ideal for weekenders.

On a disused RAF airfield, two aircraft hangars house the whole fleet of Director Naval Recruiting's vehicles. One is the MT hangar, the other is the stores complex, offices and civilian workshop. Accommodation is at RAF Lyneham, in single man cabins ten miles to the west.

Wroughton's roles include providing all the careers offices throughout the country with up-to-date careers pamphlets and stores including promotional "gizzits".

The busiest period is February through October, when vehicles and their crews are continually deployed to visit fetes, county shows, air shows, exhibitions and carnivals and to augment ships when open to visitors as part of the Royal Navy and Royal Marines ongoing recruiting campaign.

During the closed period the vehicles are maintained and refurbished – and their crews are available to supplement their local careers offices with manning.

There is a wide variety of vehicles, including simulator rides, carnival floats – based on a submarine and an aircraft carrier – operation trailers, Merlin aircraft flight simulators and mobile display vehicles.

The MDVs are used on a self-drive basis, co-ordinated by DNR Wroughton. Personnel drafted to Wroughton in a driver's billet will complete a HGV C+E course in Portsmouth. On successful completion, you will be allocated a vehicle to look after and given a full induction on all the different types of trailers, should the need arise to interchange crews.

On the road the crew's typical day will be transiting to the venue, parking up in a secure compound, usually co-ordinated by the local careers office.

Then on to the hotel to book in – and the rest of the night is your own. Quick dhoby, then down to town to sample the local hospitality.

The following morning the shows generally start late a.m., so you arrive in time to set up the trailer.

During the show you will be required to assist the careers adviser in dealing with the public, answering inquiries about career options, passing on your Naval knowledge to potential recruits and inevitably listening to some 'old salt's' sea dits.

Once the show's over, again the time is your own. Most of the shows are over the week-end – but you won't get seen off, because for every day you work you will get time off in lieu.

On the road, all hotel bookings are via Central Hotel Booking Service. Overnight and personal incidental expenses may be claimed back through the usual channels.

Wroughton is a unique draft that requires hard working, adaptable and motivated individuals with sound communications skills and an ability to project the benefits of the service to the general public and potential recruits. So if you fit the bill and would like a challenge, then let Drafty know with a C240 for DNR Wroughton.

Better at warfare

COMMODORE's Warfare Prize this year went to Lt Cdr Martin Mackey – seen here receiving a pair of Zeiss binoculars from the Deputy C-in-C Fleet, Vice Admiral Jonathon Band at a ceremony at the RN School of Maritime Operations, HMS Dryad.

Presented to the most improved student on the Principal Warfare Officers Course, the prize is sponsored by Alenia Marconi Systems.

Lt Cdr Mackey is currently serving as Principal Warfare Officer in HMS Glasgow.



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Over to You

HMS Highland Chieftain: Mrs J.R. Rawlings is searching for a book of signatures of people who sailed on this vessel. Her late husband sailed in her to South Africa in 1941 and signed the book in Canterbury in the 1980s. She has many letters from people who sailed in her and would like to see the book. Contact Mrs Rawlings at 11, Bramshott Close, Maidstone ME16 0RX, tel: 01622 677744.

HMS Maidstone: Whilst the ship was at anchor at Sydney, Australia, just off the Harbour Bridge in 1945, some of the crew (Torpedo party) had their photo taken with the bridge in the background. Mr S.F. Tiffin

believes they had just come in from Hong Kong. Can anyone provide a copy of the photo? Contact Mr Tiffin at 2, Falconry Court, 7 Fairfield South, Kingston-on-Thames, Surrey KT1 2UR, tel: 020 8549 0326.

Garth Stapleton (ex CPO OPS R) seeks to borrow/copy photos of HMS Raleigh and HMS Dryad as they appeared in the 1960s, prior to rebuilding. Also class photo of Raleigh 5/12/60 entry. Ring 01933 386065.

SLT (E) Reg Gunney RNVR: Peter Gunney is researching his late father's career, and wants to hear from anyone who served with him and can provide information about HMS Golden Hind (Sydney). HMS

Pepys (Manus), HMS Nabstock (Maryborough) and HMS Shrapnel (London) where he went for his commission. Was anyone else attending a course there at that time? Contact Peter at 68, Maes y Coed Rd, Heath, Cardiff CF14 4HG, tel: 029 2033 0865.

HMS Birmingham 1952-54, Far East Commission: Ex-AB John Blythe is seeking any photos of interest taken during this commission. Also group photo taken of the British Consul and staff along with ratings that were invited to his house whilst visiting Kure, Japan. All expenses incurred will be repaid. Contact John Blythe, 3, Broadview, Cheriton, Folkestone CT20 3ES, tel: 01303 239347.

HMS Pollux, radar training ship previously French minelayer. Did you serve in this ship or remember her? Bill (William) Clark was a stoker in the ship until 1946/47. His son Mr N. Clark is also looking for a photo of her or any info relating to her history. Contact Mr Clark at Flat 2, 5 Woodworth Rd, West Bridgford, Nottingham NG2 7AN, tel: 0115 981 8067, email: n.clark7@btworld.com.

HMS Kite and Capt Walker RN: A memorial page to HMS Kite and a page on Capt Walker has been prepared for the web. See it at <http://www.kemble.org.uk> or email mikekemble@hotmail.com.

HMS Caledonia. The apprentices' story: The Old Caledonia Artificers Apprentices Association is calling for stories and reminiscences for their forthcoming book, to be produced in 2003, the centenary of the formation of 'boy artificers'. Tales of humour, pathos, information and grit have been obtained for 1937-50, but much is sought for the period up until closure. Info and articles to Gil Harding, Wellsbury, Little Entry, Wells, Somerset BA5 2TP, tel: 01749 672535 or email: wellsbury2000@aol.com. Info about the Association from Ron Stiles on 0161 449 9259 or email: ron@stile100.freeweave.co.uk.

Does anyone have pictures of HMS Mercury, any period from WWII until closure? Photos required for communications association (RNCA). Electronic copies to editor: rmca.org.uk or post to Danny Siggers, 30, Northcote Rd, Gravesend DA11 7BS. Hard copies will be returned asap.

Can anyone help help Tracy Burns trace George McNicol, in the Merchant Navy in 1965 and who stayed in Glasgow in Nuran St in Maryhill. He was about thirty years old then. Contact Tracy at 37, Mitchell St, Old Monkland, Coatbridge, Lanarkshire, tel: 01236 604634, or email: graham_west@oil-states-uk.com.

Newport SC unit are looking for any ex-Navy or RM personnel to become instructors. Contact Nik Rayer, 17 Glaslyn Court, Croesyceiliog, Cwmbran NP44 2JE, tel: 07889 535494, or email: Nikrayer@aol.com.

Christmas Island, especially NP 5555. A 'Pongo' is asking for help from anyone who has been on the island to provide tales, anecdotes and photos for a website he is creating. Currently it mostly consists of items from the Army, ex-Grapples and would like to involve the Naval side. Contact Peter Chatfield on 01304 206117 extn 128 or email: furlker@aol.com.

HMS Wakeful: Peter Brace seeks info on his uncle, AB Christopher Brace, who died May 29, 1940, when she was sunk. Also info about the ship itself. Contact Peter at 3, Ashcroft, Cooks Grove, Erith, Huddington PE28 3RA, or email: PBrace1@cs.com.

Calling Old Shipmates

HMS Tenby J34. WWII 'Bangor' class minesweeper of the 9th Flotilla, and F65, anti-submarine frigate from 1955-73. Still searching for ex-ship's company. Call Phil Rowe on 0161 747 7325 or see website: <http://www.freeweave.virgin.net/jeffrey.mays/contents.htm>.

HMS Parrett: Seeking anyone who served in HMS Parrett, especially while on R&R in Bundenberg, Australia, 1946. There are 11 in contact at present. Contact George Hoppood, 34, The Peaches, Bognor Rd, Chichester PO19 2NP, tel: 01243 779506.

Captain-class Frigate Association: Searching for crew members of HMS Braithwaite K468, HMS Curzon K513, HMS Gould K476, HMS Grindall K477 and HMS Riou K557, with a view to a reunion. Contact Harry Fine on 020 8455 9400 or Dave Lingard on 01926 497514.

HMS Constance Association R71 and D71 1945-51: Association and reunion details from Ernie Balderson, 43, Old Place, Sleaford NG34 7HR, tel: 01529 413410, email: constance@uk.packardbell.org.

HMS Wildfire, Sheerness March 20, 1939: Bill Sanderson (Sandy) is seeking anyone who was with Wildfire and also HMS Kashmir from October 1939. Contact Bill at 'Sandy-Garth', 4, Springfield Gardens, Keighley, West Yorkshire BD20 6JU, tel: 01535 609774.

HM Submarine Token, Malta 1959-61: Ex PO Oakman (Ping) would like to contact old shipmates and remember the burial at sea of 'Taff' Nott. Telephone 01702 558308.

HMS Antrim: Dave 'Buck' Taylor is trying to trace Geoff 'Charlie' Jennings; they served together in HMS Antrim 1974-76, then at Whale Island 1977. Contact Dave Taylor at 16, Hilton Rd, New Invention, Wiltshire, West Midlands WV12 5EE, tel: 01922 445754, or email: rowbuck@hotmail.com.

Does anyone have any info on old shipmates of Jean Patterson: **Ex-Wrens Lyn Sims, Doreen Boynton, Violet Howden and AB George Whiston,** all stationed at Pompey 1948-1950. Please contact Jean Patterson, 31, Gardner Street, Glasgow G11 5NW, tel: 0141 339 9817, or email: jeanpatterson@freeuk.com.

HMS Gambia: Ken 'General' Booth, HMS Gambia 1949-52, is seeking messmates from 27 and 29 Mess. Contact Ken on 0121 706 4652 or email: Kenbooth@aol.com.

HMS Apollo: Steve Hutchinson served in 1988 with Eric Barty. Anyone knowing the whereabouts of Steve is asked to contact Eric on 0776 258 7998 or email: ericnicbarti@hotmail.com.

HMS Arrow: Gerry Price is trying to contact anyone, especially Phil Bonniwell who served in the Arrow before, during and after the Falklands. Gerry was a POMEML aboard Arrow and left the RN in 1986 when he moved to Florida. Contact Gerry at 303, Sunterace Court, Palm Beach Gardens, Florida 33408 USA, or email: FALKLANDARROW4ME@aol.com.

Submariners Association, Belfast Branch: A new branch of the Association has been formed and meets on the first Saturday of the month at 1300 in the RINA Club, Great Victoria Street, Belfast. All ex- and serving submariners will be made welcome. Contact Douglas (Paddy) Erskine, 26, Sandhill Park, Belfast BT5 6DR, tel: 028 9065 7591 or email: j.d.erskine@btinternet.com.

Reunions

HMS Alacrity/MV Atlantic Conveyor - Falklands 1982: If you served on HMS Alacrity, or MV Atlantic Conveyor as either Merchant or RN crew during the Falklands War please contact Steve Parker on 01752 348385 with regards to reunion events.

October

HMS Llandaff: 25th year since the selling of HMS Llandaff. A reunion of her crew and others is being arranged at Llandaff Cathedral. The service takes place on October 10 and commences 1445. There will be some sociable drinking in the evening. Details from Ian Bailey, 2, Birch Row, Bromley, Kent BR2 8DA, tel: 020 8249 3786, or email: baileyi@cwcom.net.

QARNNS: The first of the centenary events takes place on October 14 at the Royal Hospital, Haslar, when a horse chestnut tree will be dedicated in the Garden of Remembrance. Contact Capt Julia Massey RRC, 18, Little Green, Alverstoke, Gosport PO12 2EU for more details.

Weapon Mechanics Association: Weekend/dinner October 19 to 21 at the Bear Hotel, Havant, Hampshire. Contact Dave Crees, 24, Leigh Road, Havant PO9 2ET, tel: 023 9247 5100.

November

Ton Class Minesweepers Association (including Hams/Lays) will hold their pre-Christmas reunion lunch at High Wycombe on November 24. Contact Edward Freathy, 'Elmbank', Marlow Road, Bourne End, Bucks SL8 5NL, tel: 01628 523711, or email: EdwardFreathy@aol.com.

March 2002

HMS Implacable 1944-58 Association: Reunion at the Grand Hotel, Exmouth, from March 8-11. A few seats are left on the coach to Yeovil. Details from Eric Buckner on 07799 204522.

HMS Commonwealth (Kore, Japan 1945), HMS Return, HMS Glenearn Association: Reunion at the Grand Hotel, Exmouth, from March 22 to 25. A few seats are left on the coach to Plymouth. Details from Eric Buckner on 07799 204522.

HMS Bonaventure (X-craft depot ship 1943 to 1947): Reunion at Weymouth from March 14 to 18. Contact Mrs Polwarth on 01474 567137 or Mrs Anne Leahy on 01420 561168.

HM Submarine Courageous: The first reunion for the crew will take place on March 16-17. For details contact Chas Cooke, St Mary's Cottage, High Street, Ripley, Surrey GU23 6AE, tel: 01483 224325, or email: chascooke@btinternet.com.

The second **HMS Manchester Association - D 95:** The inaugural reunion will take place in WOs, SRs and SNCOs Mess, HMS Nelson, on March 16. Full details from Steve Swain on 01634 684717 or Ian Tidbury on MOD 9380 26706 or BT 023 922 6706.

HMS Cassandra Association hold their next reunion at the Trecarn Hotel, Babbacombe, Torquay, from March 22-25. Contact Bob Shead on 0114 230 7007 for details.

April

Loch Class Frigates Association (including Bays) hold their AGM/Reunion at King Charles Hotel in Gillingham (Chatham) in April. Contact Edward Freathy, 'Elmbank', Marlow Road, Bourne End, Bucks SL8 5NL, tel: 01628 523711 or email: EdwardFreathy@aol.com.

HMS Spartan: A small group is hoping to organise a reunion for HMS Spartan. This will be in the form of a dinner dance to be held in the Midlands, probably Leicester, sometime in April 2002. Anyone interested in attending please contact Richard (Scaff) Holding on 01455 557409 or email richard.holding@hotmail.com.

HMS Cossack Association (L03 and D57) 1938-1959: Reunion at Eastbourne in April. To join the Association and more about the reunion contact Geoff Lilley on 01473 682836 or visit the website at <http://www.hmscossack.freeweave.co.uk>.

HMS Ladybird (Sasebo-Japan 1950-53) Association annual reunion at the Trecarn Hotel, Babbacombe, Devon, from April 5 to 8. All ex-Ship's Company and Flag Officers Staff, including guests, welcome. Contact John Marsden, 39, Hill Common, Hemel Hempstead HP3 8JH, tel: 01442 402034.

HMS Grenville Association 1943-46, in company of HM Ships, Ursa, Undaunted, Ulster, Urania and Ulysses, will be holding their next reunion from April 16 to 18 at Blackpool. For info contact R Durber, 4, Sir Winston Churchill Place, Binley Woods, Coventry CV3 2BT, tel: 02476 542978.

HMS Newfoundland Association 1942-59 hold their next reunion from April 19 to 22 at Babbacombe Bay, Torquay. A hearty welcome is extended to all old shipmates. A church service takes place at BRNC, Dartmouth, on April 21. Details from Tom Roxby, tel: 01260 279819.

HMS Ceylon (1943-60) Association welcomes shipmates from all commissions. Next reunion at the Broadway Park Hotel, Sandown, Isle of Wight, from April 26 to 29. Enquiries to J. McNeil on 01582 715056 or G.T. Willerton on 01329 314166.

HMS Whitesand Bay Association will hold their next reunion at the Royal Sailors Home Club, Portsmouth, on April 30. Details from Geoff Nightingale, 268, Galleys Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, tel: 01442 263405.

May

HMS Sheffield (Falklands 82): 20th Reunion takes place in Portsmouth on May

4th, 2002. If you were in or know anyone in the Sheffield during the Falklands conflict, please contact Bob Mullen on 023 9271 0406 or email: bobmullenium@hotmail.com.

QARNNS reception in the Goldsmiths Hall on May 9 and a service in Portsmouth Cathedral on September 7, 2002. More details from Captain Julia Massey, 18, Little Green, Alverstoke, Gosport PO12 2EU.

Algerines Association (Fleet Minesweepers) 1942-62: 18th Reunion takes place in Portsmouth from May 9 to 13. Any prospective new members who served on Algerine-class minesweepers can get further details from George Patience, tel/fax: 01456 450659.

Z' Class Destroyers Association: for information of the 2002 reunion on May 13 to 16 at the Royal Sailors Home Club, Portsmouth, and on the Association, please send (stamp) to: Steve Baker, 19, Quantock Way, Bridgwater TA6 7JZ, tel: 01278 451418.

HMS Opossum hold their eighth reunion at the Trecarn Hotel, Babbacombe, Devon from May 24 to 27. All commissions of the frigate (F33) from 1945 to 1958 are welcome. Details from Eddie Summerford, 28, Greymont Road, Limefield, Bury BL9 6PN.

June

HMS Highflyer 1945-62: GZH/GZP Ceylon West calling! Contact John 'Ginge' Wingett for news about the Association. First reunion in June at the Royal Sailors Home Club. Spouses welcome. Contact John, 35, Mundays Row, Horndean, Waterlooville PO8 0HF, or email: john@jaying.freeweave.co.uk.

HMS Glamorgan, Falklands Reunion. The 20 year Reunion will take place in the Home Club, Portsmouth, on June 15. Details from Jess James, 50, Lancaster Way, Northants NN4 8LY, tel: 01604 660401, email: jessjames@cwcom.net.

HMS Solebay fifth reunion. Southwold, commemorating the Battle of Solebay and the 40th anniversary of the ship paying off for the last time. Contact Malcolm Clarke, 164, Southmead Road, Westbury-on-Trym, Bristol BS10 5DR, tel: 0117 9622500, or email: solebay@tosdemon.co.uk.

September

Fourth Destroyer Squadron Association (HMS Agincourt, Aisne, Alamein, Barrosa, Corunna, Dunkirk, Jutland and Matapan) reunion from September 20-23 at the King Charles Hotel, Gillingham, Kent. Contact Terry Parker, 54c, Cheriton Rd, Folkestone, CT20 1DD for details.

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Navy News Online carries updated reports and background material, as well as a selection of articles from this edition of the paper. There is also a gallery of photographs, some of which have not been published in the paper. Check the website at

www.navynews.co.uk

Navy News on tape

Navy News is available free of charge on tape from Portsmouth Area Talking News for those with difficulty reading normal type.

For more details, contact 023 9269 0851 and leave a message on the answerphone with a contact telephone number. No special equipment is required to play the tapes, which are standard 90-minute cassettes.

'Just being physically fit is no longer the way Royal Marines wish to be recognised'

Crack troops in the post-Cold War climate

The Royal Marines are the UK's leading front line troops – the toughest elite corps in the world. But these days they rely on brains as much as brawn. Trainee journalist Ritchie Troughton talked to Lt Col Kevin de Val:

I would think simply being fit isn't all a Royal Marine has to be these days? What other skills are needed?

You're quite right. I think the perception of us just being physically fit, sliding down ropes and so on, is no longer the way Royal Marines wish to be recognised. There is no doubt that they are the best troops that we can deploy – because of their training, they are fit, disciplined and professional. But in addition, command and control is very important with the digitalisation of the battlefield.

We are getting lots of different, new equipment. We've just introduced the Viking vehicle – a very effective armoured vehicle, but it's complex, too, it is a sophisticated piece of technology.

The new replacement for the Clansman radio, the Bowman project, means Royal Marines will all have individual radios when they go into battle, so that each member is in contact with the other with a personal role radio.

We've got Royal Marines now flying Harriers and they will also be eligible for training in the new Apache helicopter, so our role is becoming increasingly hi-tech.

So just to be fit is not enough. Having said that, of course, you do have to be fit and on the ball to operate this sort of equipment in harsh conditions, such as in Norway, where temperatures can drop to minus 30 or 40 degrees.

What measures do you take to insure that lessons learned in the past don't happen again?

We are constantly evolving

our training. At the end of any conflict, for instance after Sierra Leone, there was a large matrix of lessons learned. Those are then sent to the training design organisation who then look at what aspects across the board, from basic training to specialist training, can be incorporated into the training process.

How do your troops prepare for adverse weather conditions and different climates?

Because we are an expeditionary organisation we have to be prepared to work anywhere. While the Royal Marines have a tradition of being Britain's cold weather warfare troops, we also train for jungle conditions. We send troops to Brunei on an annual basis, and also to Belize. And we also train for desert conditions. For instance, Royal Marines will be exercising in

the rest through it.

The joy of working in hot climates is that the climate itself won't kill you, whereas in cold climates the climate itself could kill you.

I see that the Comacchio Group is now known as the Fleet Protection Group. How has the role of the group widened?

The reason for the change of name is that Comacchio was one of our Battle Honours, and it was felt that the name didn't adequately reflect what the unit did. Fleet Protection Group gives a better idea. The primary role of the FPG is to protect Britain's nuclear deterrent. Also, and increasingly, it provides teams to go aboard Her Majesty's Ships in areas where there are likely to be operations – whether it be drug running operations or threats to shipping

'For an adventurous spirit there isn't a better career. We are lucky that we have the sort of reputation that brings that kind of person to us'

Oman.

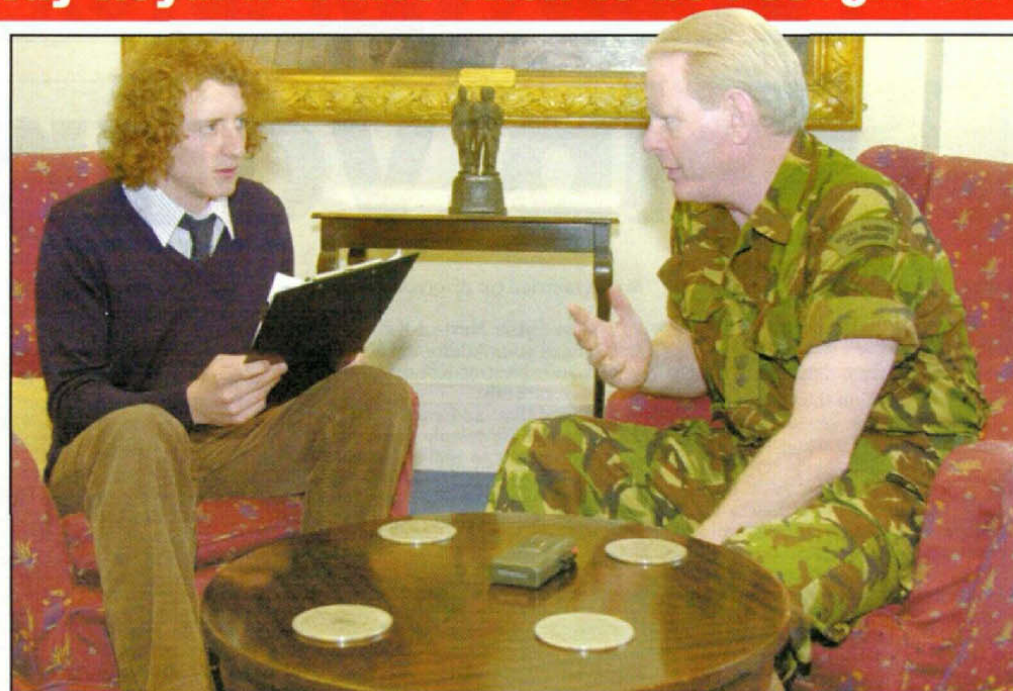
I think of all the climates probably the most difficult to operate in is the mountain arctic warfare element. Adapting to the heat of the jungle or the heat of the desert is usually an easier thing to do.

We train in one of those environments annually so there are always people who have got jungle experience who can take

or some sort of international crisis where trained infantry can be usefully deployed.

For instance, in East Timor the first British Troops to land ashore were the Fleet Royal Marines Standby Troop provided by the FPG.

There are Fleet Protection Groups currently serving in the Gulf and in the Indian Ocean. It is an interesting job because the



● **"The joy of working in hot climates is that the climate itself won't kill you – whereas in cold climates the climate could kill you" – Lt Col Kevin De Val talks to Ritchie Troughton.**

Marines can be in their barracks up on the West Coast of Scotland one day and be told "Right, we need you to go and join a ship in Indonesia tomorrow".

The Fleet Standby Rifle Troop really are the immediate reaction troops of the Fleet. They usually have pretty spartan accommodation but they have proved their worth in Sierra Leone and in East Timor lately and they will do so in the future whenever we need to get capable British Troops ashore quickly.

What positive messages would you send out to possible recruits joining the Marines?

I have been in the Royal Marines for nearly 35 years. You realise when you join that you are part of a world famous elite. You have a camaraderie with people who have all done the same specialist training as you have – if you ask most Marines what's the most difficult thing they've done in their lives most of them will probably say the Commando Course Training at Lympstone.

One of the joys about being in the Marines is that you change what you do every two or three years. You could find yourself for three years in a Commando Unit travelling all over the world, then leave and become part of a ship's detachment, and then leave that and find yourself in a job in London. I think that for an

adventurous spirit there isn't a better career.

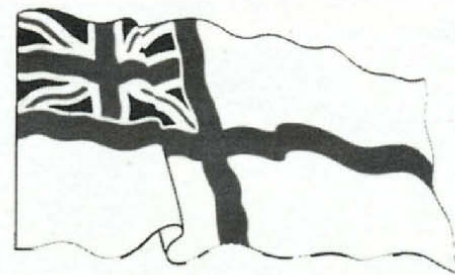
We are lucky that we have the sort of reputation that brings that kind of person to us. We still attract a very large percentage of county-standard sportsmen and young men interested in the outdoor life.

I think the Marine Commando today is just as good as when I first joined.

"The key to Commando training is really having the right frame of mind. If you are focussed and determined you can accomplish much, much more."

□ Lt Col Kevin de Val is in charge of public relations at the Headquarters Royal Marines at Whale Island, Portsmouth.

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FLYING SQUAD: Royal Marines land on the beach in Sierra Leone. "Adapting to the heat of the jungle or the desert is usually the easier thing to do."

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What are the common errors?

■ Not rendering a new form on change of address (and probably preferences as well), on marriage or on the birth of a first or subsequent child.

■ Not saying that you are no longer a volunteer for Local Foreign Service.

There have been a number of recent instances when units have been asked to recommend ratings for LFS, only for Drafty to be told that they are no longer volunteers.

Health warning: as a last resort you could still be drafted to LFS non-preference if necessary to meet the requirements of the Service (NMA GOSPORT's signal 041310Z JUN 01 refers).

■ Failure to fill in the form completely.

It's easy to determine a rating's first preference, e.g. "Shore - Plymouth" and "Baseport - Devonport", but when the rest is blank and first preference is not possible because too many people are chasing too few jobs, it's not easy to work out the least of all the other evils.

■ Irrelevant comments such as "My girlfriend is a receptionist at the Duke of - Hotel" - and it was fully supported by the man's DO and HOD!

Is your Next-of-Kin information up-to-date?

Have you recently:

■ Got married (or divorced or separated)?

■ Changed your Next-of-Kin?

■ Changed your Additional Nominee?

Has your Next-of-Kin or Additional Nominee recently:

■ Changed their address?

■ Changed their telephone number?

If the answer to any of these questions is "Yes", then please render a new Form S537 if you've not done so.

Marriage to another Service person or a Civil Servant

Do you have a spouse, who was either a Service person or a Civil Servant, has recently left the Services or Civil Service?

If so, have you rendered a C141 to change your marital category from C1S, C1C, C5S or C5C to C1?

When did you last hug your DCMLO?

You should all know by now of the Drafting and Career Management Liaison Offices in Portsmouth (Building 1/163, adjacent to South Jetty), Devonport (Tyne Building in the Naval Base), Faslane (Admin Building, HMS NEPTUNE), Culdrose (Building L4) and Yeovilton (Building 178).

The primary purpose of the offices is to provide drafting advice and career guidance to ratings ashore and afloat through a process of one-to-one interviews and discussions.

They are intended to assist the drafting and divisional systems, and Divisional Officers are strongly encouraged to visit the DCMLOs to understand how they benefit all concerned.

Each office is managed by a

senior and very experienced Warrant Officer who has access to the Management Information System used by the Drafting Officers and also to the wealth of information held by the various Training schools.

They are therefore fully equipped to advise all who are interested in influencing their own destinies.

Petty Officers' and Leading Rates' Leadership Courses

Every keen prospective Leading Hand and Petty Officer wants to get a Leadership Course under his or her

belt before being selected for promotion and this is only to be applauded.

However, pressure on Petty Officers' Leadership Course places is now such that, for the time being, only those whose who have already been selected for promotion, are already Acting POs or CPOs, or who are confirmed POs requiring the qualification to be considered for CPO promotion boards, will be loaded on to courses.

This does not apply to Leading Rates' Leadership Courses, where there are still enough places to cater for most applicants.



'And he's got an 'orrible laugh!'

The following area details of jobs for which the Naval Drafting Division is seeking volunteers. General rules for volunteering apply

RATE	UNIT	TYPE OF SERVICE	LOCATION	JOB DETAILS	DATE REQUIRED	ESTIMATED TIME IN JOB (MONTHS)
NA(AH)/Cpl RM	RNAS Yeovilton: Emergency Underwater Escape Unit (Dunker)	Shore	Yeovilton	Safety Diver (must be Ship's Diver trained)	Sept 02	18
LAEM(M)	HMS Sultan - Initial Training Group (Air Engineering School)	Shore	Gosport	Initial Course Instructor	Jan 02	18 - 24
CCMEA	HMS Bulwark	Shore/Sea	Devonport	Build at Barrow until Nov 02	May 02	30
LMEM	HMS Albion	Shore/Sea	Devonport	Landing Craft Sea Trials at N. Devon and RM Poole. Join ship o/c	Sept 01	30

Navy News

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2002

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NAVY NEWS looks back through its pages to recall some of the October headlines of past decades...

THE TIME OF YOUR LIVES



● 1981 - HMS London fired the Royal Navy's last broadside.

40 years ago

THE GUIDED missile destroyer HMS Kent was launched at Harland and Wolff's Belfast shipyard by the Duchess of Kent. The ship was the third of her class to go down the slipway.

30 years ago

PRINCE Charles had officially entered the Royal Navy when he arrived at Britannia Royal Naval College Dartmouth.

SHIPS of the Hong Kong Squadron rescued 250 people when Typhoon Rose hit the area with wind gusts of more than 100 knots. HM ships Hubberston, Kirkliston and Bossington were involved in the operation which saved survivors from sunken and sinking vessels.

20 years ago

THE Royal Navy's last broadside was fired by County-class destroyer HMS London, the last operational warship in British service to have more than one gun turret. The firing was carried out during her deployment to the West Indies. London was due to be paid off at the end of the year, as were the frigates Brighton, Berwick and Falmouth.

Swop drafts

LCH J. Burns, HMS Drake (01752 555747) drafted HMS St Albans Nov. Will swop for any Devonport ship deploying or not.

OM(AW) J. K. Spencer, 3 Romeo Mess HMS York. Will swop for any Portsmouth-based ship not deploying.

POWtr G. Philip, UPO HMS Neptune. Drafted to DHFS RAF Shawbury end Oct 01. Will consider any shore draft in Scotland. Contact Neptune UPO ext 4431.

PO(STWD) Y. Yorke, 2SL Admiralty House, Portsmouth ext 25363. Drafted to RNAS Culdrose October 20. Will swop for any Portsmouth shore draft.

CH Mills, HMS Drake H+B galley. Drafted to NP 1067 Kosovo December 12 until June 3, 2002. Will swop for any ship or establishment around UK.

Ratings seeking to swop drafts must meet the requirements of BR14, article 0506. In particular, they should be on or due the same kind of service - sea or shore; have time to serve in their current draft; be the same rate; and be of similar experience. All applications must be made on Form C240 to NDD, Centurion Building.

Appointments

Rear Admiral I. A. Forbes to be promoted Admiral on December 1, 2001 and to be Deputy Supreme Allied Commander Atlantic in succession to Admiral Sir James Perowne on January 10, 2002.

Commodore M. W. G. Kerr to be promoted Rear Admiral and to be Naval Secretary in succession to Rear Admiral J. M. de Halpert on January 31, 2002.

Commodore N. S. R. Kilgour to be promoted Rear Admiral as FOSM vice Rear Admiral R. Stevens and to be Chief of Staff (Operations) Fleet, Flag Officer Submarines and Commander Submarine Forces East

Atlantic/Commander Submarine Forces North on September 18, 2001.

Capt C. R. Style to be promoted Rear Admiral and to be Capability Manager (Strategic Deployment) in succession to Rear Admiral R. G. J. Ward in June 2002.

Cdr P. D. Warwick to HMS Iron Duke as Commanding Officer, December 4, 2001.

Cdr D. P. Reindorp to HMS Westminster as Commanding Officer, October 24, 2001.

Lt Cdr M. I. Newland to HMS Quorn as Commanding Officer, December 9, 2001.

Cdr M. J. Parr to HMS Montrose as Capt F, December 22, 2001.

Deaths

CPOMEA Mark R. Hayman, Drake CFM Sept 3.

CPOAEM Edward James Dodd, MASU Gosport, August 26.

LMEA Darren Barton, HMS Sultan, August 28.

LS(R) Anthony Henry Dalley, Neptune DLO, September 11.

AB(D) Alan Guy Silcox, Fleet Diving Group, August 17.

WO(MEM) Samuel J.C. McKnight, HMS Neptune, September 15.

Surg Capt (D) William Shankley Turnbull. Served 1942-73. Appointments: RNB Devonport and HMS Tyne, Iron Duke, Appledore II, Lanka, Highflyer, Attacker, Royal Edgar, Royal Charlotte, Fulmar, Condor, Gamecock, Phoenixia, St Vincent, Rooke, Pembroke, Cochrane, Terror. On retirement as Dental Officer, St Helena. May 10, aged 85.

Capt Edmund ('Splash') Carver DSC. Senior Observer to Tim Coode, CO of 818 Sqn in HMS Ark Royal who helped to sink the Bismarck. Aged 88.

Cdr Reginald Dennis Robinson, president HM Rescue Tugs Veterans Association, June 5.

Cdr Richard Jennings, DSO, DSC. Gunner Officer in HMS Exeter in Battle of the River Plate. Other ships include Calcutta, Revenge, Repulse, Wolsey, Pembroke, Nile, Sidmouth, Birmingham, Venerable, Glasgow, Rooke and President. August 16, aged 98.

Lt (E) Cedric William King, RNVR. Served 1939-46. HMS Pembroke, Dolphin, Britannia II, Victory, Hornet, Mantis, Smiler and Mull of Galloway. August 27, aged 88.

Lt Bertram Covill, BEM. Received three awards for same act of gallantry in the Battle of the Atlantic. The Adams Beck, in which he was a gunner, was bombed off the Irish coast in 1941. He rescued the Chief Engineer, trapped in the engine room, and supported him in the water for two hours. Awarded BEM, Lloyds Silver Medal for Bravery and Royal Humane Bronze Medal. June 27, aged 87.

Lt W. D. A. Waters, DSC, RNVR. Mentioned in Despatches for Beach survey work, Sword Area, Normandy with 712th LCP(Sy) Flotilla 1943/44. Walcheren (Infatuate) DSC. Assisted Army preparatory work for crossing Rhine. Aiso served in HMS James Cook, HMS Tormentor, Warsash with 24th Landing Craft Flotilla at Dieppe. August 4, aged 81.

S/Lt John M. Wood, FAA pilot, served with 812 Sqn, HMS Glory, Korea 1952. Member of 14th Carrier Air Group Association.

Peter Goldsmith, ex-NA Armourer. Served with 804 Sqn, HMS Glory, Korea 1951-52. Member of 14th Carrier Air Group, HMS Glory and FAA Armourers Associations.

Eric (Blondie) Pitman, ex-POAM(A). Served 1939-48. 809 Sqn, HMS Victorious, Monab, Monara (Colombo). Member of HMS Victorious (1941-45) Reunion Association. August 7, aged 82.

Gordon Frederick (Tansy) Lee, ex CERA. Served 1948-73 in HMS Caledonia, Coquette, Fearless and Laymoor. August 22.

M. I. Crawford, ex-CERA. August 24, aged 52.

Allen Montefiore, ex-Aircraft Handler, served 1956-58. Member of Aircraft Handlers Association. June 19.

Jack Bennett, ex-AB. Served HMS Morecambe Bay 1949-52. August 28, aged 79.

Michael (Nobby) Nobbs, served 1962-71. Member of Aircraft Handlers Association. September 1.

Joseph Harris, ex-Aircraft Mechanic 1st Class. Served 1945-47 in HMS Glory and Theseus. Member of Angus Branch FAA Association.

Don (Trapper) Lawrence, ex-REL(Air). Served in HMS Ocean, Glory, Falcon 1948-50. Member of 14th Carrier Air Group and HMS Glory Associations. September 2.

Alec Wiseman, LST 368. Member of Landing Ships Tank Club.

Jean Goode, ex-Wren. Standard Bearer of Derbyshire FAA Association. July 22.

Gilbert Henry Hale, ex-LS. Member of HMS Belfast Association, served in ship 1944-45. August 27.

William Henry Lansdown, ex-AB. Member of HMS Belfast Association. Served in ship 1950-53. Korea. August 27.

Thomas Lewis Alan Judd, ex-RM. Member of HMS Belfast Association. Served in ship 1950-53. Korea. September 2.

Dennis Arthur Standen, ex-PO Writer. Member of HMS Belfast Association. Served in ship 1948-50. Korea. August 14.

Joe Weatherley, MBE, ex-Ldg Steward. Served 1939-46 in minesweepers on East Coast and in HMS Caesar. Member of 6th Destroyer Flotilla Association. September 2, aged 90.

Alex Young, ex-W/M. member of HMS Faulknor Association. August 21.

Eric Howley, ex-AB. Served 1954-56. Member of HMS Kenya Association. August 26, aged 64.

Jim Draper, Member of HMS Morecambe Bay Association. Served in ship 1955-56. September 6, aged 74.

Dan Scully, ex-QMS, RM. Served in HMS Ajax, London, and with SAS. Played rugby for RN and RM. July 28, aged 77.

John (Tug) Wilson. Joined as boy seaman in 1938 and served in HMS Warspite, Gambia, Corunna and Serapis and in HMS Cossack (Korea). Ex-CO TS Fulmar (now Vulcan). Thurso. August 12, aged 79.

Victor Pollock, ex-AB. Served 1939-46 in HMS Argus. Atlantic, Malta and Russian convoys.

Edward John Hickman, ex-S/M. Served in HMS Talent, Thule, Alfray, Subtle and Thermopylae. Member of London Branch of the Submariners Association. June 2001, aged 70.

Lt Cdr Howard (Joe) Instance. August 28, aged 85.

Paul A. Hurrell, ex S/M. Joined submarines in 1946, serving in HM submarines H32, X25, X10, Tantiway, Artful and Thermopylae as an AB TD3. "Paul's generation of submariners, whose time was spent in these more arduous submarines, helped consolidate the professional traditions in which today's and future submariners take great historical pride" - London Branch, Submariners Association. September 8, aged 76.

Jess Goode, HMS Sparrow Association. September 10, aged 61.

ASSOCIATION OF RN OFFICERS

Surg Cdr P. V. G. Dawson. Served: Forth, Drake, St Angelo, Mercury, Newfoundland, Sanderling, Cygnet, Peacock, Cheviot and Victory.

Cdr R.B. Jennings DSO DSC. Served: Calcutta, Revenge, Repulse, Wolsey, Pembroke, Exeter, Nile, Sidmouth, Birmingham, Venerable, Glasgow, Rooke and President.

Lt Cdr G. J. Knock. Served: Ceres, Lagos, Ganges, Protector, Drake, Julaif, pembroke, St Vincent, Lochinvar, Arrow, Royal Arthur, Sultan, Cambridge and Nelson.

Capt (X) L. W. Napier, DSO, DSC. Served: Olympus, Rorqual, Tigris and Vengeance.

Cdr G. V. Parmiter. Served: Dundee, Bridgewater, Caledon, Renown, Ocean and President.

Vice Admiral Sir Allan Trawby. Served: Duke of York, Dido, Cadiz, Albion and Nelson.

Lt Cdr E. A. Tyrer, DSC. Served: Tartar, Aurora, Wanderer, Shikari, Illustrious, Cockchafer, St Angelo and Chaplet.

ROYAL NAVAL ASSOCIATION
Jack Bilsborough, President and founder member, South Liverpool. Served throughout WWII and Korean War. August 11, aged 80.

L. Dilworth, Capenhurst. Ex FAA Air Fitter. Aged 78.

Cecil G. Dighton, Huntingdon. Ex-telegraphist. September, 2001.

Les Aldridge, Norwich. Served 1941-46. Ex-AB served in Ganges, Pembroke, Beasdale and Mendip. August 21, aged 78.

R. (Bob) Jackson, Margate. Ex-CPO, ships include Rodney and Newcastle.

W. (Bill) Grimmett, ex-STPO, DSM at Dunkirk, served in HMS Newcastle.

Murray Goodwin, Wrexham. Ex-AB Gunner. Served in Glory and Tyrin.

Harry William Thomas, Cwmbran. Ex-DEMS rating. Served 1938-46. June 27, aged 81.

Alan (Charlie) Tremlett, President Cwmbran. Ex-PO Electrical. Served 1947-68. Ships include Vanguard, Howe, Ocean, Loch Fyne, Hampshire and Puma. August 19, aged 72.

Eric W. Sawyer, Welwyn Garden City. Ex-LTel. Served 1933-1948. Ships include Pembroke, Cairo, Cardiff, Dilvara, Duncan, KNM Slepner (Norway), London, Prince of Wales (survivor of sinking), Durban, Anson, Superb and Tanganyika. August 24, aged 83.

John O'Malley, Redcar. Ex-LSM. Served 1941-46. Ships include Waveney and Verulam. August 30, aged 78.

Jimmy Deacon, Netley. Ex LDG/HSD. Ships include Brecon and Ilex.

Dick Howard, Royal Tunbridge Wells. Ex LTel. Aged 79.

F. E. Downing, Capenhurst. Ex-LSig. Served 1941-46. Aged 79.

Bertram Wells, Dartford. For 20 years National Council Member for No 2 Area. July 26, aged 80.

S/Lt Howard Hemming, president Stratford-upon-Avon. August 7, aged 81.

John Gamble, Skagness. Member of the Cossack Association. Aged 80.

John Edward (Ted) Wheelhouse, chairman Haven. Ex-POSTwd. Served 1952-75. Ships include Illustrious, Ark Royal, Bossington, Forth, Malcolm and Minerva. July 30, aged 65.

Derek Hawthorne, standard bearer St Albans. Served in King George V and Duke of York. August 20, aged 74.

Exeter comes of age

HMS EXETER has celebrated 21 years of commissioned service.

The Type 42 destroyer was launched on April 25, 1978, by Lady Joan Mulley - but the anniversary was also a cause for sadness, as Lady Mulley, described as "a tower of strength to the ship over the 23 years", died recently.

During Exeter's 21 years of service:

■ More than 2,500 personnel have served in her

■ She has steamed more than 700,000 nautical miles - equivalent to more than 30 times around the world

■ Her galley has provided in excess of 4,500,000 meals.

The celebrations to mark the destroyer's coming of age began with a dinner on board for all ex-Commanding Officers, with nine out of the 12 able to attend.

This was followed by ceremonial divisions at which the Mayor of Exeter, Cllr Granville Baldwin, was guest of honour.

The ceremony and buffet lunch which followed were attended by representatives of the Sea Cadets and the warship's various affiliations.

The current Commanding Officer, Cdr Chris Richards, said:



● The CO of HMS Exeter, Cdr Christopher Richards, watches his wife Freya cut an anniversary cake with OM Amy Howard, who celebrated her 21st birthday at around the same time.

"What makes HMS Exeter so effective is the men and women who have served in her over the years, and will continue to do so for many more to come."

"We are also honoured to receive regular visits from the veterans who served in our predecessor during her heroic campaigns in World War II."

Ship memorabilia goes to auction

VARIOUS items of ship's memorabilia will be sold at a marine auction, to be held by Phillips the Auctioneers.

The sale will include 19 ship's bells and 22 ship's name boards, together with items such as tampions and honours boards.

The main items are:

Ship's bells: HMS Spey 1986, HMS Blackwater 1985, HMS Itchen 1985, HMS Beaver 1984, HMS Brave, Goosander 1973, John & Dennison Taylor, HMS

Osprey, HMS Boxer 1983, Waterman 1978, Lilah 1973, Holmwood 1973, Cairn 1965, TRV Lasham, Dunster 1969, RMAS Treador, MV Fintry.

Ship's honours boards: Spey, Orwell, Bicester.

Ship's name board: Arun (two), Cygnet, Spey (two), Phoebe, Beaver (three), Bicester (two), Orwell, Blackwater (two), London (two), Brave (three), Boxer (three).

The auction will be held at

Phillips early in the New Year, the exact date, time and location to be announced.

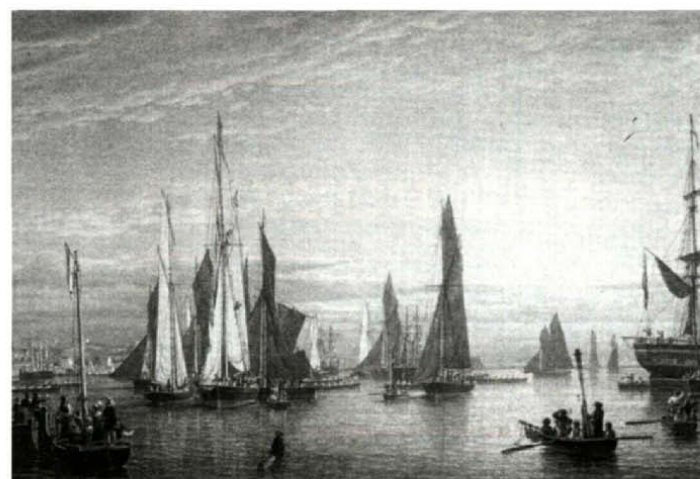
Catalogues may be bought and further information on the sale obtained from Richard O'Callaghan at Phillips on 0207 468 8312.

Any further queries should be addressed to Disposal Services Agency (Contractor Management), 7th Floor, 6, Hercules Road, London SE1 7DJ, tel 0207 261 8916.

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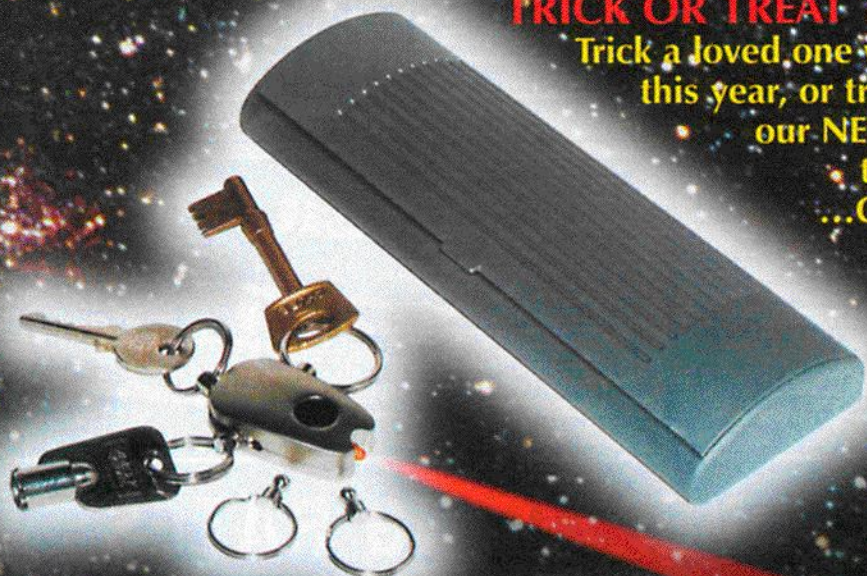
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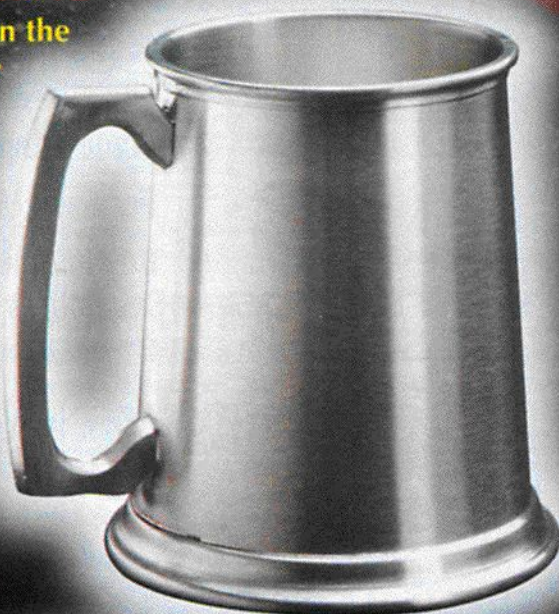
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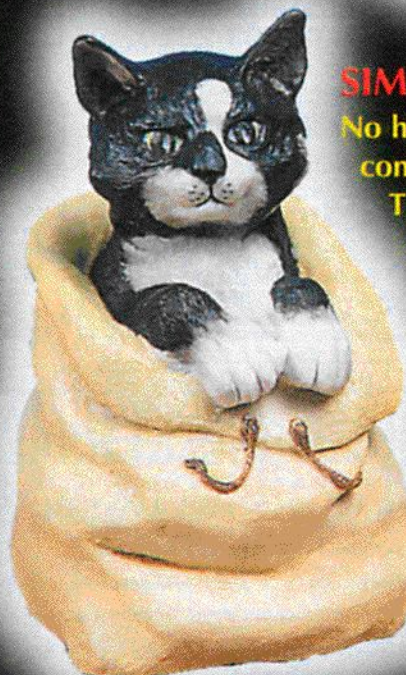
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Motoring with Glynn Williams



MG flexes its sporting muscle again

FREED from the shackles of successive managements insisting on bland mass-sellers, the MG Rover Group is blasting ahead with exciting high-performers as well as a

return to the race track at Le Mans and in the British Touring Car Championship.

In just over a year since the end of the BMW-ownership era of a solitary MG, the MGF,

the new company has added genuinely raunchy sporting variants of the mainstream Rover models.

Now the new flagship unveiled at the Frankfurt Motor Show is a stunning stand-alone luxury high performance sports coupe code-named the MG X80, powered by a range of 4.6-litre Ford V8 engines producing from 260 to 385bhp.

Scheduled to go on sale next summer, this car is to be followed by a soft-top roadster in 2003, both to be available with manual or automatic transmission.

Boasting an outstanding chassis set-up and engineering pack-

age evolved from the Qvale Mangusta, the Italian package acquired by the company in June, this two-plus-two muscle car is intended to compete with the Porsche 911, Maserati 3200GT and Jaguar XK8, yet sell from prices starting at less than £50,000.

Potential features include electronic traction control, limited-slip differential, anti-lock braking, 18in diameter alloy wheels, air conditioning, high specification hi-fi, powered windows, mirrors and seat adjustment, and luxurious leather interior.

MG is not giving any performance details for the X80, but at the German show it also unveiled a road-going sports saloon called the MG ZT XPower 385 with the same front-mounted 4.6-litre V8 engine and rear-wheel-drive configuration.

Priced from under £40,000 when it also goes on sale next summer, the 385 promises to blast from standstill to 60mph in less than five seconds and on to a potential 175mph.

It will be preceded in the spring by a modest 260bhp version, the MG ZT 260.

These new ZT models are derived from the awesome XPower Extreme concept version, developed to produce 500bhp from a supercharged version of the 4.6-litre V8 matched to a six-speed manual gearbox to assess chassis and installation integrity.



● The new luxury sports coupe codenamed the MG X80.

RN team enters World Cup Rally

A ROYAL Navy rally team has entered the challenging World Cup Rally 2001.

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The Navy car will be driven by Cdr Rory McNeile with CPO Pete Hopkins as co-driver.

Both are members of the RN Automobile Club, and their Peugeot 106 Rallye will be supported by the RN Sports Lottery, RNMSA and Directorate of Naval Recruiting.

The team previously drove the car in the Network Q Rally of Great Britain, and have been seeded at 19 for the World Cup event.

Their route will take them across the Channel, through France and Spain - including high-speed gravel tests - then over the Straits of Gibraltar into North Africa, where the real competition kicks in.

Tough legs over tarmac and gravel surfaces in the Atlas mountains will take the cars to the edge of the Sahara Desert before they head north again via Portugal and Spain - a total of 10,000km in 20 days.

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Sea Cadets

Going Dutch!



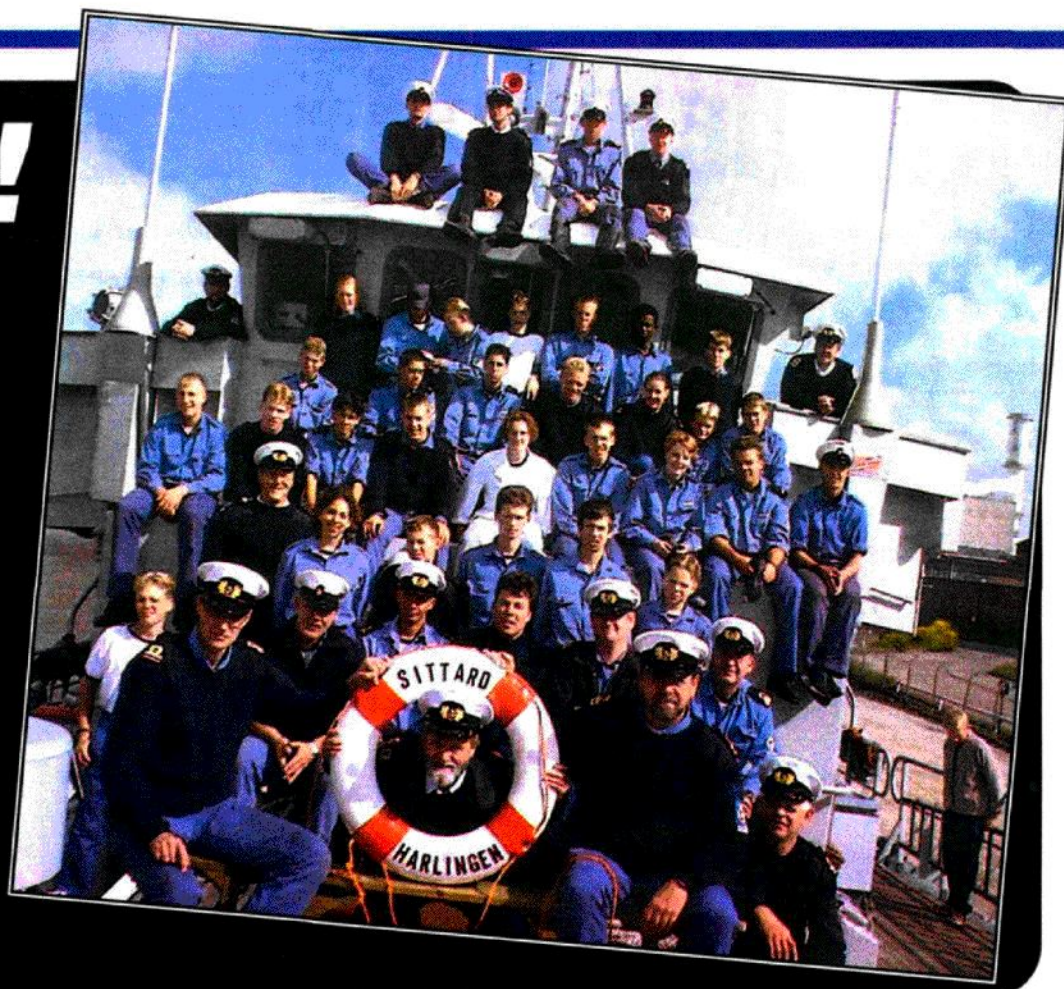
THE THRIVING and close relationship between TS Norfolk and their Dutch counterparts TS Sittard took a giant step forward this summer when the Eastern Area unit hosted them in home waters.

The Dutch cadets sailed over to Great Yarmouth in their own craft, a former minesweeper pictured here.

The English cadets were given the opportunity to navigate and steer, plus a wide variety of hands-on experiences on board a seagoing vessel – while the Dutch raised their own adrenaline levels in the unit's power boat.

No visit would be complete without sampling the Dutch version of Crossing the Line – a baptism that neither CO would wish to repeat!

TS Norfolk has already received a hefty donation from the Mayor of Great Yarmouth towards funding a reciprocal visit to Holland next year.



Indian visitor

Lt Gen A. S. Rao, Director General of the Indian National Cadet Corps, presents the Cadet Forces Medal to CPO John Stanley while visiting the National Sea Cadet Training Centre at HMS Excellent, Portsmouth.

John is the Training Support Officer/Instructor there and has been working for the Sea Cadets full time for eight years. He was previously attached to Sheffield Unit as an instructor.

Coventry's winning ways



TS COVENTRY's team beat off stiff competition to win the armed section at the National Drill Competition at HMS Excellent this summer, while PO Andy Lomas lifted the trophy for best guard commander.

It was the first time the unit had qualified for the national final. So far this year they have also reached the finals in five-a-side soccer, sail boathandling, sailing and windsurfing – making it one of their most all-round successful years ever.



Scott ties the knot

LAST month, as we reported in August, the Sea Cadet Corps was trying to gain a place in the Guinness Book of Records by tying the world's longest rope.

Aim was to tie tens of thousands of one metre lengths in just five minutes and raise unit funds via sponsorship.

The crew of HMS Scott raised £170 to help its affiliated unit, TS Scott, the money presented to its Commanding Officer, Lt Peter Lewis and Lt Deirdre Lorimer by the youngest member of the ship's company, SR Rachelle Ross during a visit by the survey ship to her affiliated town of Swansea.



Monster time at Cowes

COWES Week on the Isle of Wight saw the Sea Cadets out in force to give budding sailors a taste of adventure – Navy-style.

From manning the gun line – the traditional race starting cannon – to pepping up the street party atmosphere, cadets from the two island units made Cowes Week their own and won civic praise for their smart turnout.

Mayor of Cowes Cllr Geoff Banks gave the cadets his seal of approval as Leader of IOW Council Cllr Vic Morey declared: "The cadets are a great credit to the island – and a splendid example to the next generation."

There was "serious fun" too as the Sea Cadet "sub-bus" crew put visitors through their paces "beneath the waves".

Seagoing for the first time, the veteran London bus sailed in fine style – aboard a Red Funnel ferry – to take pride of place on Cowes sea front for the week-long festivities.

● **BUS PASSES:** A monster from the deep chases cadets out of the sub-bus at Cowes.

Dream boat Jerwood starts to take shape

Medal sent to Spain

AT A small ceremony in Torrevieja, Spain, Cadet Lynn Humphries received a medal as a member of the UK's top Sea Cadet unit – Stonehaven, Aberdeen.

Along with the rest of her unit, she should have received it from the Second Sea Lord, Vice Admiral Sir Peter Spencer, in London.

Instead former Marine Dennis Hogget of the Royal Naval Association at Torrevieja did the honours.

Lynn returned the compliment by presenting the RNA branch with a Stonehaven plaque.

She was spending the summer in Spain with her grandparents while her 14-year-old brother Kevin received a bone marrow transplant.

Kevin, who has suffered from leukemia for seven years, has raised hundreds of thousands of pounds for cancer research during that time.

Stonehaven unit, which was formed in 1954, has won the prestigious Canada Trophy as the best unit in Britain on four previous occasions.

TAKE A RIDE ON THE WILD SIDE

SEA CADETS have taken delivery of three new fast rescue craft which really do the business.

For the technically minded, the boats are Humber Attaque 5.3m RIBs fully equipped with safety packs and GPS systems for training Royal Yachting Association advanced courses.

Fitted with 50hp tilt electric start Mariner engines, with triple chinned hulls to give extra grip and stability in rough seas, the new RIBs will be stationed at Holyhead, Rosyth and Weymouth boat stations.

For the less technically minded, they're just a whole lot of fun!

SHE'S SLEEK, she's fast, she's simply gorgeous – she's the new Sea Cadet motor vessel TS John Jerwood, on the stocks and due to be launched later this year.

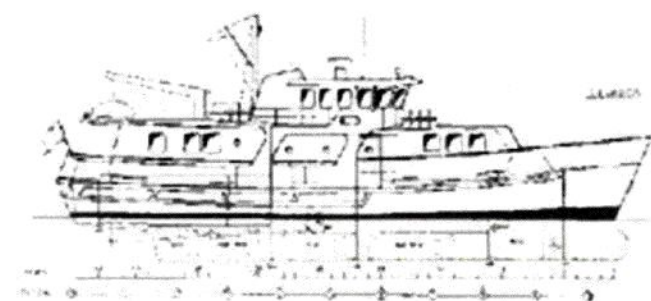
The John Jerwood, designed to give young seamen of the future hands-on experience of ship handling, is under construction at Blondecell's Marchwood, Southampton yard.

Purpose-built to plug power back into the Corps' offshore fleet, she will have classrooms, training bridge and accommodation for 12 cadets and four crew.

The dream has come true thanks to a £1.2 million

grant from the Jerwood Foundation which sailed to the rescue when the Corps' two veteran fleet tenders, Alnmouth and Appleby, were withdrawn from service, leaving only sail at sea.

Jerwood made the offer after reading of the cadets' plight in the national press and negotiations blossomed into a fully funded package, signed and sealed in the admiral's cabin on board HMS Belfast.



● **TAKING SHAPE:** TS John Jerwood – starboard side elevation



Fencer aims for Scottish selection

AN OUTSTANDING performance in the men's epee in the national Fencing Championships underpinned Lt Alisdair Baker's campaign to win a place at his third Commonwealth Games.

Lt Baker RMR, currently on Full Time Reserve Service commanding 7 Troop, 'C' Company, 40 Commando, fought through the early stages to be seeded 4th in the last 64. Three rounds later – including a win over the British No 5 – Al was knocked out in the last eight, finishing sixth.

Other members of the RNFAA at the nationals included Services ladies' epee champion S/Lt Sacha Brooks RNR (HMS Flying Fox), who finished 36th in the women's event, and Lt Cdr Matt Clark, 107th in the men's.

Lt Baker (27) has represented GB at junior and senior level, and was in the Scottish team at the 1994 and 1998 Commonwealth Games.

Al must now juggle deployments with 40 Cdo with national-level competitions to gain a top five ranking in order to secure a place in the Scotland squad.

He is hoping to set up a club in 40 Cdo whilst on deployment. Other clubs being set up include HMS Fearless (Cpl Jumper Collins) and RNAS Yeovilton (Lt Cdr Dave Lewis. For further information, contact Lt Cdr Barton at HMS Sultan (93843 2329).

■ Three Navy fencers have been selected for the nine-strong UK Armed Forces team for a showdown in Canada.

The Navy trio – Sacha Brooks, Lt Cdr Mark Barton and LAEM Mark Needham – will compete in Newfoundland in a military championships against other overseas teams and universities.

Services team captain CPOETS Louise Oliver (RNSETT) will attend in her final event before she ends her tenure as Chef d'equipe for the Services and RN teams.

From the start of the Spring term, she will be assuming her new role as RNFAA vice-chairman.

Oars ready

THE 2001 Concept II indoor RN and RM rowing championships will be held at the Fleet Recreation Centre, HMS Temeraire, Portsmouth on November 8. The individual (2,000m) championships will start at 1130, followed by a coaching session, mini-sprint challenge and the team (4,000m) championship, starting at 1430.

There will be separate categories for men and women, lightweight and heavyweight, and separate age categories. Entry is free, and application forms are available from LPT J. Werner (023 9272 5721) or Lt Cdr J. Waring (023 9272 6375).

Rowers make their mark

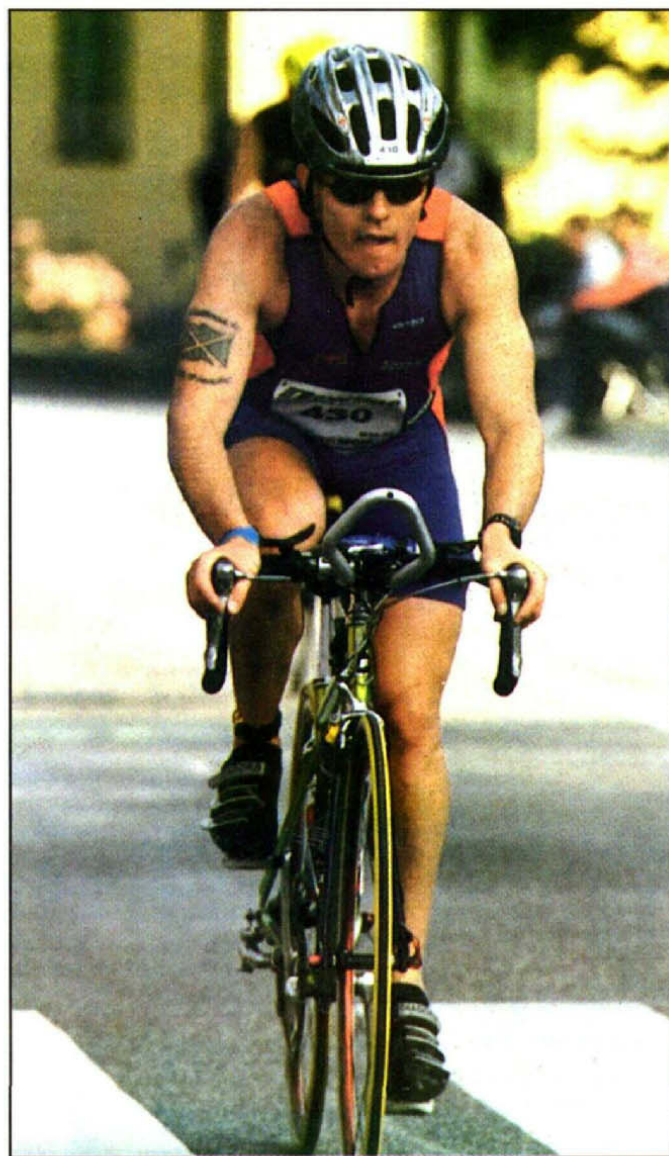
THE Royal Navy's rowing squads have made their mark at a number of regattas over the summer, with individual successes at a number of venues.

The season started with the Joint Services Regatta meeting, with crews from all three Services going head to head over 1,000 metres.

Although the Army proved to be the strongest team overall, the RN made some progress, regularly beating the RAF and getting close to the Army in the closing stages of races.

A number of individual scullers won their 'novice pots' at this event, and overall the team had a good start to summer sprint racing.

Both the men's and women's squads then went on to regat-



● Sgt Mike Beaton

Mike shows his mettle in Ironman

A ROYAL Marines NCO has competed in the World Long Course championships in Denmark – a gruelling Ironman event involving a 3.8km swim, followed by a 180km bike ride and a full marathon to round it all off nicely.

Sgt Mike Beaton, of 42 Commando, managed to secure 7th place in the Irish Ironman in August 2000, sandwiched between two operational trips with the Royals and despite the limited endurance facilities on board RFA Sir Tristram. This ensured him a Great Britain team spot.

10k road race

A 10km ROAD race will take place at HMS Collingwood on Sunday October 21, at 1100. The race at the Royal Navy's weapon engineering and communications training establishment in Fareham is open to any runners, Navy and non-Navy, and will be raising money for multiple sclerosis.

A two-month deployment to Norway in January did nothing for his cycling training, but that was all forgotten as he took to the water in Frederica, along with 800 competitors from around the world.

Mike recorded a personal best of 1h 1m, but the bike ride, in windy conditions and with a sore back to contend with, was 5h 22 – nothing special, according to Mike.

The run was over four laps, each one ending in the town centre where thousands of people cheered the competitors on.

"The buzz and adrenaline rush you get when the crowd receive you is unbelievable – plenty of high fives, big smiles and loads of back-slapping push you on to the finish line," said Mike.

The race time was 3h 33m, giving a total Ironman time of 10h 6m, placing him 4th out of 140 in the GB squad, and 19th in the world for his age group.

Mike's efforts have been supported by 42 Cdo, the RM Sports Association and the Sports Lottery.

Adam Mayes won his single sculling race in fine style at Abingdon, while at Stourport the women's double won the double sculls event.

Anybody interested in rowing at any level should contact the Lt Simon Kelly, HMS Newcastle (men) and Lt Louise Thatcher, HMS Lindsfarne (9380 22501) (women).

Sailors ski in the summer

TWO members of the Royal Navy competed in Australian Defence Forces skiing championships over the summer.

Lt Lars Brazier (846 NAS) and S/Lt Jamie Mitchell (750 NAS) were in a Combined Services Winter Sports Association team which took part in the RAAF

Alpine ski championships and the Australian Defence Force equivalent at Mt Hotham in Victoria.

S/Lt Mitchell took a second place, third, fourth and sixth in slalom, giant slalom and knock-out dual slalom, while the British Forces team won both events overall.

Rugby XIII edged out in thriller

THE Navy travelled north to the home of the Wakefield Wildcats for their first fixture in this year's Inter Services Challenge Cup – and were just edged out in a thriller.

The RAF were full of confidence after a comprehensive defeat of the Army, so it was not going to be easy for the Navy.

Right from the kick-off both defences were dominant, but the Navy took the lead half-way through the first half with a fine 35-yard penalty goal from OM Whisky Walker.

There were few clear chances for either side, but just before half-time the RAF took a 4-2 lead with an unconverted try.

The RAF stole in to score close to the posts in the second period, giving a straightforward conversion, but the Navy responded immediately with a try from NA Nik Chatwin, converted by MEM Buck Taylor.

At this point he RAF began to exert some superiority, confirmed by a converted try to give the airmen a 16-8 lead.

An RAF try was disallowed for "crossing" at the start of a move deep in their own half, and the resulting penalty gave the Navy the opportunity for Mne Ben Mardle to score a try, converted by Buck Taylor.

Both sides coming close to scoring in a tense finale, but after a long period of injury time the whistle went with the RAF ahead 17-14

by virtue of a last-gasp drop goal – and celebrating their first inter-Services trophy.

It was a disappointing result for the Navy side, but some consolation can be taken by the performance of the Development team. Made up of a majority of Royal Marines, they totally outclassed their RAF equivalents, running out winners by 66-4.

The continuing development of the game within the Services can be measured by the presence, throughout the afternoon, of leading members of the British Amateur Rugby League management, as well as reporters and photographers from the Rugby League press.

Two out of three

THE NAVY football senior squad started a short tour to Canada on the wrong foot – but soon got into their stride.

Their opener against the Ontario Under-19s, many of whom had international caps, was on a full-size indoor pitch, and although the 4-1 scoreline flattered the hosts, the result was fair.

A second game two days later, against the Canadian Military, ended with an 8-0 victory for the Royal Navy, with Andy Craven grabbing a hat-trick.

He did even better in the third match, against a stronger military

Swimmers open clear blue water

NAVY swimmers achieved a resounding victory in the inter-Services competition.

Chief architects of the win were CPOPT Gary Thomas and ex-CREA Sam Wakefield, whose team were so far ahead of the rest that they finished 39 points in front, and only three swimmers did not go up for a medal.

The final tally was eight individual and eight team golds, four silvers and six bronze medals.

Worth special mention were the performances of C/Sgt Nick Vaughan, Lt Kev Walsh, CPO Mike Nolan, S/Lt A. Witt, OM Ian Fairhurst and Mne Waugh, while in the ladies' event WAEA Georgina Essam and WMEA McClafferty won medals.

Water polo players who could fill a squad place for a tour to the USA from October 2-18 should contact the Secretary RNASA on 023 9272 4131.

Wembley date

ROYAL Navy riders will be competing in a special inter-Services showjumping event at the Horse of the Year Show at Wembley Arena on Tuesday October 2.

Veterans up to speed

A DARK Blue team representing the Naval Recruiting and Training Agency finished third overall in the annual RM Lymington to Poole race.

A total of 88 miles, with pairs of runners tackling two legs of 22 miles over two days, took teams of four over a tough route, with a total climb of 6,600ft.

The NRTA team – Capt Campbell Christie, Cdr Phil Burrell, Cdr Brian Davies and

Lt Cdr Mike West, with Chris Davies in support – completed the course in 15h 58m, and were the first veterans team home.

This was Capt Christie's tenth consecutive race, while Cdr Davies, who retires shortly at the age of 60, achieved a long-held ambition by competing.

The team raised £80 for Fareham and District Sports Association for the Disabled.

Tribute to Bimble

THE EIGHTH John 'Bimble' Munnings memorial novice triathlon at HMS Dryad attracted 92 entrants – including three of Bimble's family; sister Diane, her daughter Hanna and son David.

The event is a lasting tribute to POPT Munnings, the driving force behind the modern pentathlon and triathlon in the Royal Navy for many years.

John, who promoted, assisted with and competed in many events, died in 1987.

The event was previously hosted by HMS Mercury.

Navy fighters get their kicks

NAVY martial artists scored several successes at the Armed Forces championships.

There was always going to be a competitive edge because of inter-Services rivalry, and competitors were conscious that selectors were watching closely, as the first tri-Services team is soon to be selected for a match against the US and Canadian military Tae Kwon Do squads next year in Canada.

In the men's championships, the Navy did not enter the Tae Kwon Do team patterns events, and in the junior section took second in the individual sparring, through PO Flint, and third in team sparring, leaving the Navy in third place overall.

The senior team was more successful; although third in the team sparring, a first (Mne Lister) and third in the individual sparring was enough to put the Navy in the frame, and they took the overall result on a ballot.

There were no wins in the Karate section, and the juniors ended third in all events.



● A Navy competitor gets stuck in to his opponent.

The seniors fared slightly better; they again took third in the team kata, but were second in team kumite and individual kumite to

claim second place overall.

In the women's event, S/Lt Grant was second in the Tae Kwon Do individual sparring event.



Coventry wins her final final

HMS COVENTRY have taken the honours in the Midi Ships hockey cup in their final appearance in the competition.

The frigate team took on a team from destroyer HMS York at HMS Temeraire, and despite difficulties for both teams – Coventry was storing ship for her deployment to the West Indies, while HMS York was on sea training – the match went ahead.

HMS York's all-male team bombarded the Coventry goal, spending most of the match camped in the Coventry half.

But the frigate's mixed team produced a gutsy, backs to the wall performance, and when they scored on the break and keeper WOM Spence brilliantly saved a penalty flick, they had a strong feeling that their name was on the cup, in their last year – the frigate is due to decommission next year.

And so it proved, with a 1-0 win bringing the cup to Devonport and delighting the ship's LPT 'Postie' Parcell.

Hockey set get ready

THE UNDER 23 inter-Command hockey competition, which also acts as a Navy trial, takes place over the weekend of October 6-7, with the outdoor competition at Burnaby Road and the indoor at HMS Collingwood.

Players of any standard are welcome, and although it is a men's competition, ladies can be included.

The women's and men's indoor senior inter-Command competition will take place at HMS Collingwood on October 28.

Second claim ruling can mean that if you were not selected first choice for your own Command, you could appear for another Command if keen and if you make yourself available.

The inter-Command outdoor senior event takes place at Burnaby Road on October 29 and 30, and again the second claim rules apply.

These competitions always prove a popular gathering, and all players are welcome.

The secretary of the RN Hockey Association, Lt Cdr Alan Walker (HMS Temeraire, tel 9380 24131) maintains a database of players interested and available for this year's competitions, including those away on deployment or unavailable for other reasons.

Tennis players show how to beat Aussies

Navy wife wins place in Italian equestrian marathon

NAVAL wife Lisa Franks has been selected to represent Britain in the European Endurance equestrian championships in Italy.

As Navy News went to press, Lisa – wife of Lt Cdr Jeremy Franks – was due to be acclimatising for the 100-mile event, held along the shores of Lake Trasimeno.

Her full thoroughbred horse I'm Pollyanna – known as Polly – carried Lisa to team selection at a two-day selection event in Wiltshire, culminating in a 60-mile run through blazing sunshine and torrential rain.

The Italian course is likely to be hot, hard and stony, but stringent veterinary checks are carried out throughout the event, and any signs of distress or lameness in a horse means immediate withdrawal.

Endurance riding is not a recognised Naval sport, so Lisa and Polly are working hard to secure sponsors – anyone interested in supporting them should ring 07977 932185 (days) or 01963 371479 (evenings).

AFTER a summer of Australian domination, the Royal Navy has put the people from Down Under to the sword on the sporting field.

The RN Lawn Tennis Association squad crushed the Australian combined services representative side 9-0 in their own country during their recent tour.

RNLTA chairman Commodore Peter Eberle said: "After a summer of Australians winning everything, it was tremendous that the Royal Navy delivered a whitewash in the other direction."

The ten-man team, led by Simon Brand, also played against three of the prestigious Sydney clubs and at the Australian National Tennis Centre in Canberra, remaining undefeated throughout.

The fixture against White City, home to the New South Wales Open which was won by Tim Henman a couple of years ago, saw the closest match, with CPO Dolly Gray and MEM Chris Slinger winning the deciding rubber in the final set tie-break 10-8.



● Cdr Steve Pearson presents an HMS Newcastle book to jockey Frankie Dettori

Ship's race proves popular

THERE were so many entries for the HMS Newcastle Handicap Stakes at Newcastle race course that the event had to be run in two divisions.

Racing in the first was the nation's favourite jockey, Frankie Dettori, on one of the favourites, but he was not placed.

Cdr Steve Pearson, Commanding Officer of HMS Newcastle, took the opportunity to present Frankie with a copy of the ship's book.

The first six-furlong race was

won by Princes Street, ridden by Tony Beech, who then proceeded to win the second division as well, this time on the fancied Haulage man.

Cdr Pearson presented a print of his ship to owners Jimmy and Brenda Adams.

There was likely to be some money on the third horse in the second race, Windchill, which had the distinction of being sired by the stallion Handsome Sailor.

The race had been due to take place earlier in the year,

but was postponed because of the foot and mouth crisis. It was rearranged to coincide with the destroyer's five-day visit to the city.

More than 40 sailors attended the race, established after a chance meeting between Cdr Pearson and course General Manager Grant Knowles.

Kay Forster, the course's Senior Commercial Executive, said: "We were delighted that the sailors attended, and we hope this will become an annual event."

Easy defence by RAF golfers

ROYAL Navy lady golfers were always up against the odds at the recent inter-Service championships played at Cumberwell Park in Wiltshire, writes Cdr Gary Skinnis.

The RAF used their strength in depth to great effect in retaining the title rather too easily for the other two Services' liking.

As this year's host Service, the Navy ladies sat out the first day while the Army did battle against the hot favourites.

The Army did manage to wrest a half-point from the three morning foursomes matches, but the RAF's top of the order in the afternoon's six singles managed to produce significant wins to see the team through to victory by 7-2.

The following day saw the Army versus the Navy. This match was always going to be a close affair with two evenly-matched sides.

The three morning foursomes could have gone either way almost to the very end.

Indeed the pairings of Cdr Moira Hoath (AFPA)/CWTR Riz Davis (UK Element CINCOSOUTH) and LWPT Wendy Briggs (HMS Westminster)/CWMETOC Carole McMurtry (RNAS Culdrose) both halved their matches while CWDH Pam Jack (HMS Neptune) and partner POWWTR Lorna Morgan (DNM Gosport) lost narrowly.

With just a single point deficit going into the afternoon singles memories went back to the corresponding fixture last year when the Navy ladies whitewashed the Army in the afternoon.

However, the Army had also remembered the event for opposite reasons, and although there were good wins for both Briggs and POWRN Jo Marshall (RNAS Culdrose) plus a half from Hoath, the Army managed to summon sufficient reserves to win the match by 5½ points to 3½.

The match against the RAF the following day was probably the biggest test most of the Navy golfers had faced.

The test became even sterner after lunch when the RAF team had taken all three points from the morning foursomes.

Only the final pairing of POWRN Wally Dommershuizen (MCTC Colchester) and McMurtry got close to their opponents, losing out on the penultimate green.

The Navy's only point in the overall 8-1 defeat came from Briggs in the top singles of the afternoon.

Playing an opponent of the same handicap (six), the two put on a fine exhibition of golf, each performing below handicap scoring.

It was appropriate that the game went all the

way to the last hole, with Briggs claiming final victory by two holes.

As well as being an all-round sportswoman of significant standard in many fields, her performances at Cumberwell Park have well and truly established her as the best lady golfer in all three Services.

The event marked the final inter-Service appearance for three of the team, Morgan, Marshall and, most significantly, ladies captain of many years standing, Moira Hoath.

She has been the mainstay of ladies golf within the Service for many years and most of the current crop of players would not have achieved their levels had it not been for her encouragement and organisation.

A few new players have emerged and initiatives are in train to find more players with a view to continuing competing at inter-Service level.

Any lady interested in playing golf should contact either the Secretary RGA (9380 27880), RNWSO (9380 23958 or 25767), Cdr Moira Hoath (Centurion 2763) or CWDH Pam Jack (Neptune 6627).

The men's inter-Service championships were due to take place at Fullford Golf Club, York, as Navy News went to press.

Magnificent six spark high hopes

THE NEW Navy boxing season is under way, with the Portsmouth Area novice boxing championships on October 4 among the first of the major showcases (tickets at £5 from Officer of the Watch at HMS Nelson main gate).

And RN boxing coach POPT Q Shillingford has high hopes for the coming months, with six of his squad now nationally ranked at different weights.

The highlight of the season is likely to be the inter-Services championships, which will be held at HMS Nelson in Portsmouth on January 24, 2002.

Boxing training for all standards

takes place at the Nelson gym on Tuesday and Thursday evenings from 1700 to 1830 – and is not just for those seeking fame in the ring.

"Boxing training is an excellent way to keep fit, lose weight, increase strength and endurance, and also can be used effectively in preparation for the RN fitness test," explained Q.

Training takes place in other establishments in the Portsmouth area; contacts are LPT Jay Steele (Collingwood, Command coach), LPT Paul Newcombe (Excellent), LPT Ritchie Gray (Dryad), LPT Alan Nekreus (Collingwood), LPT Mary Jones (Sultan).

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St Albans walks on water



FIRST sight at sea – HMS St Albans successfully completes contractor's sea trials on a misty morning off the west coast of Scotland. The Type 23 frigate is due to arrive at Portsmouth in November.

Dukes keep busy points east

HMS NORTHUMBERLAND has handed over her duties in the Gulf to sister ship HMS Kent – but she will not be heading home to Devonport just yet.

The Type 23 Duke-class frigate is instead making her way east on the next phase of a seven-month deployment which began in May.

Before her departure from the Gulf, she made a second stop in Bahrain and visited the small emirate of Fujairah – where she entertained the Deputy Ruler and two princes from the ruling family on board.

Meanwhile HMS Kent was exercising with ships of the Royal Jordanian Navy on her first operational deployment.

She will be on Armilla Patrol in the Gulf and participating in Exercise Saif Sareea before she returns to Portsmouth in March, and the visit to Aqaba, in the Gulf of Aqaba off the Red Sea, allowed links with the Jordanian defence forces to be strengthened.

The ship's company had the chance to do some sightseeing before training and exercises were resumed – gunnery skills, flying training and boarding techniques have all been honed as the temperatures rose to 40 degrees C.

Sub contract for training

THE MOD has awarded the British-led FAST consortium a 30-year contract worth £300 million to train crewmen for the Royal Navy's latest Astute-class attack submarines.

FAST will build a new training centre at the Faslane submarine base in Scotland, which will be the home port for the entire class. Defence Procurement Minister Lord Bach said: "The Astute Class Training service is the biggest of its type in the Royal Navy and mirrors the progress we have made in using contractors to secure the best and most cost-effective training for RAF aircrew and Army armoured vehicles."

"This new centre will turn out fully-trained crews, ready to take the Astute-class boats into operational service from 2005 onwards."

Show of force as war clouds gather

Naval tasking 'under close review'

AS Navy News went to press the Royal Navy was out in force preparing for the biggest series of exercises since the Falklands War – Argonaut and Saif Sareea in the Mediterranean and Middle East (see page 4).

In the light of the American response to the terrorist attack on New York an MOD spokesman told Navy News: "Clearly demands on British forces can change very quickly and we keep our commitments under close review. We can change operational tasking if the circumstances require."

The Royal Australian Navy has cancelled a review to celebrate its centenary planned at Sydney Harbour on October 2-8. The Royal Navy was to have been represented by HMS Northumberland.

Meanwhile a Royal Navy chaplain was joining P&O's cruise ship Aurora to counsel traumatised passengers who were in New York at the time of the attack.

The Rev Simon Bradbury, a Roman Catholic chaplain with the Navy at Portsmouth, flew out to Canada to join the Aurora in Halifax, Nova Scotia for her return voyage to England.

With him was the Mission to Seafarers Southampton chaplain Neville Jacob.

The Ministry of Defence has confirmed that no RN personnel were among the casualties at the Pentagon.

Chinese ships visit

TWO CHINESE ships, the destroyer Shenzhen and her support Fenggang, were due to visit Portsmouth Naval Base from September 30-October 3.

This will be part of a wider deployment to Europe that also includes plans for port visits in Italy, France and Germany.

Purpose of the visit to the UK is to strengthen our bilateral navy-to-navy relationships and the UK/China defence relationships more generally.



Joint force

CAPTAINS of the participating ships of Standing Naval Force Mediterranean at the change of command ceremony held at Devonport on September 14, when Rear Admiral Gino Bazzari handed over to the new Commander STANAVFORMED, Commodore Angus Somerville.

Jubilee plans take shape at Pompey

DESIGNERS are working on the scenarios which will be presented to the Queen on her Golden Jubilee visit to Portsmouth next June.

The emphasis will be on the Armed Forces in the 21st century, although there will be elements of retrospection – and humour, planners have promised.

Buckingham Palace has already approved outline plans, and the details are now being worked on.

The private visit to the city by the Queen and the Duke of Edinburgh will be split between a viewing of a static display on the Upper Lawn at Whale Island and a dynamic display, featuring ships and aircraft, staged in the Fountain Lake area, which the VIPs will see from the deck of an aircraft carrier.

The Queen will then sail down the harbour, probably on board a Sandown-class minehunter, allowing ships' companies, affiliated regiments and squadrons to man and cheer ship as she passes – believed to be the first time this naval tradition will have been carried out by all three Services.

The specific cost of staging the event has been capped at £1.5 million, and organisers hope that elements of the displays, and some of the ideas developed towards the day can be used again.

Reservists, cadet organisations and the military support network, from logistics to personnel functions, will also be represented, and

the visit project, headed by Commodore Geoffrey Edwardes, is basing its plans around four objectives – that the Queen meets Service personnel, that there should be a joint approach, that the event looks to the future, and that the Queen should have an enjoyable day.

See November's edition for more details.

Pacific rowers hopes sunk

THE PACIFIC Odyssey adventure of two Royal Marines Commandos attempting to be the first people to row the North Pacific Ocean unaided came to an abrupt end following a collision with a fishing vessel.

Cpls Tim Welford and Dom Mee were in the closing stages of their voyage when their 23ft boat Crackers was sunk, 1,300 miles from San Francisco.

The pair were uninjured and rescued by the fishing boat that struck them. They were later transferred under the guidance of the US Coast Guard to the container ship APL Iolita, en route for California.

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The

GANG PLANK Club



Cap'n Plank

DEEP SEA SPECIAL

UNDERWATER GHOST SHIP!!

An exciting discovery has just been made in Haiti in the West Indies. An underwater expedition has found the remains of the ship known as the Marie Celeste.

The ship became famous when, in 1872, it was found sailing off the Azores with no-one aboard. The Captain, his wife, their two year old daughter and the crew were all missing. The Marie Celeste became known as a ghost ship.

After she was found she was sailed by other Captains for 12 years until her last Captain tried to commit a crime

that went wrong! He filled the ship with cheap cargo and then tried to sink it and pretend that the cargo was very valuable. He hoped the company that insured the cargo would pay him lots of money. Unfortunately the Captain ran the ship onto a reef and it refused to sink. The company inspected the cargo and found the Captain was trying to cheat them. He and his first mate were found guilty.

The Marie Celeste still lies on the reef and the mystery of her missing crew will never be known.



FINDING OUT ABOUT THE OCEANS!

The oceans are fascinating places and scientists are always trying to find out more about them and the creatures that live in them.

Today, it's even more important with threats to the oceans from pollution and over-fishing.

The Oceanography Centre at Southampton University operates two amazing ships that are used for exploring the oceans.

The vessels are equipped specifically for deep sea oceanographic research and study and are UK registered Class VII cargo vessels.

Susie took a closer look at the RSS Darwin.

It has an overall length of 69.4m.

It can take 18 scientists and cruise the oceans for 35 days.

On board it has a Scientific Control Room, a Main Laboratory, a Controlled Temperature Laboratory, a Wet Laboratory, a Computer Room, a Dark Room and a Scientific

Workshop.

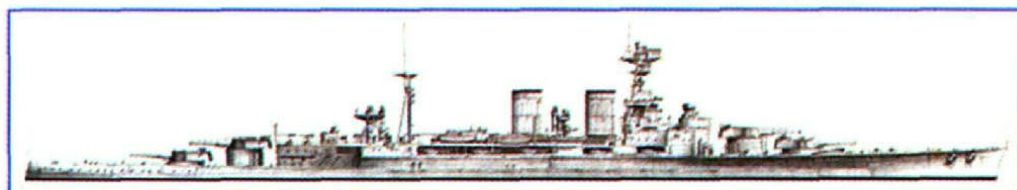
The ABC shipboard computer system provides for the logging, processing, editing, display and storage of oceanographic data collected during research cruises.

Susie thinks it would be excellent to go on one of the scientific missions and is considering studying the oceans at university when she is old enough.



Welcome to our special Autumn supplement.

Captain Plank and the crew have been sailing ON the sea for a long time but they are also interested about what's UNDER the sea. So they decided to bring you a whole supplement about the The Deep Seas - we hope you enjoy it!!!



THE DEEP SEA SEARCH FOR HMS HOOD

HMS Hood was a world famous battleship. She was sunk during the Second World War by the German battleship Bismarck.

Using the latest in underwater technology an expedition funded by TV's Channel 4 set out to find the wreck of HMS Hood.

The expedition used ROV's (remotely operated vehicles), sonar and digital cameras to locate the wreck of the enormous ship. They towed a sonar along a

planned search route and, on 20th July this year, they found her in the Denmark Strait.

They discovered that the ship was lying approx 9,200 ft down. It is broken into several sections.

The team who found the ship, led by David Mearns, from Blue Water Recoveries and Rob White, from ITN, only took photographs and did not attempt to remove anything from the ship. This is important because 1415

men died when the ship went down and their families do not want the site disturbed.

But, the expedition did leave something behind - a bronze plaque in honour of the sailors. The words on it are:

"Roll of Honour"

In memory of our shipmates, husbands, fathers, brothers and all relatives

From the HMS Hood Association

2001"

Win a Crayola PRO Shark's fin Drawing Case



You will be the envy of all your friends with the stylish case in your schoolbag. The Crayola PRO Shark's Fin Drawing Case is crammed full of top Crayola PRO gear, including Liners Drawing Pens, Brush Tips, Sketch and Colour Pencils and Superfine Writing pens, all packed in a great green and blue metallic case - that's shaped like a shark's fin.

The new Crayola PRO range is now available in stationery outlets nationwide including Asda, Office World, Staples, Tesco, Toys R Us, W H Smith and Wilkinsons.

WE HAVE 20 OF THESE DRAWING CASES FOR YOU TO WIN.

ALL YOU HAVE TO DO IS DESIGN A CHRISTMAS CARD WITH A NAVAL THEME - (SOME OF OUR CREATIVE MEMBERS WILL LOVE GETTING THEIR TEETH INTO THIS ONE).

Send your completed design with your NAME, ADDRESS, AGE AND MEMBERSHIP NUMBER to:-
CRAYOLA COLOURING COMPETITION, THE GANG PLANK CLUB, NAVY NEWS, HMS NELSON, QUEEN STREET, PORTSMOUTH, PO1 3HH.

CLOSING DATE FOR ENTRIES: 2nd NOVEMBER 2001.

The Editor's decision is final - Relatives and employees of Navy News are ineligible.

MAKE YOUR OWN DIVER



Here's a good experiment to impress your friends and family!

You will need:

A plastic drink bottle (1 or 2 litre)

A plastic biro top

A small piece Blu Tack

Tap Water

Fill the drink bottle right to the top with tap water. Stick the Blu Tack to the sharp end of the top so it is weighed down and floats upright in the water.

A bubble of air should be inside now.

Put the top back on the

bottle tightly.

Now squeeze the bottle and watch what happens to your Diver (the pen top). It will sink! When you stop squeezing it rises again.

This is all to do with buoyancy and pressure. The pen top floats because it has air in it. When you squeeze the bottle the water puts pressure on the air and makes it smaller. This means it is no longer able to support the top and it sinks.

The pen top diver is also known as a "Cartesian diver".

WATERY MESSAGES! MESSAGE IN A BOTTLE

Have you ever been tempted to put a message in a bottle and throw it into the sea? Well, sadly, although it sounds like an adventurous thing to do, these days it will just add to the already polluted oceans and may get you into trouble with the Maritime and Coastguard Agency.

However one man in America had a bit of a surprise recently! 31 years ago John Porteous threw a bottle in the sea about 100 miles off the coast of Baltimore in the USA. The message had some facts about a ship he was on.

In May of this year he received a call from a Sir Nicholas Nuttall in the Bahamas. Sir Nicholas had found the bottle on a beach and tracked him down. The two men have become good friends.

E-MAIL IN WATER?

This year the US Navy has found a way to send e-mails from a submarine without surfacing or raising an antenna.

USS Dolphin was able to transmit data over three miles at a depth of 400 feet. The messages were sent to a relay buoy and then to land using sound energy. However it's much slower than ordinary modems - about 90% slower!

HELP THE OCEANS!

As you can see in this supplement the oceans of the world are amazing places!

If you would like to help protect the oceans then why not join in the World Wildlife Fund's

Oceans Recovery Campaign.

You can log on to

www.wwf-uk.org/orca

and add your name to the WWF Oceans Recovery Petition.

It's the first electronic petition to be presented to 10 Downing Street.

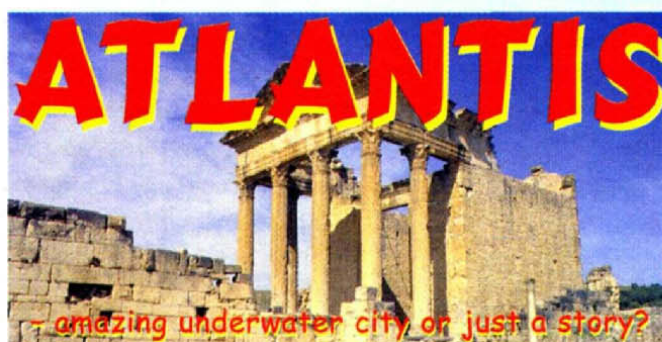
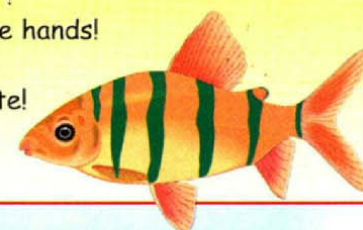
You can also find out if the WWF's Yellow Submarine Tour is coming your way.

UNRAVEL THE MYSTERIES OF THE DEEP

Captain Plank has got all muddled up making a list of things that go underwater. Can you help him sort them out. (Answers on back page).

Technocat has given you some clues!

- | | |
|----------------|-----------------------------|
| 1. Mbuseanir | a hundred this year! |
| 2. Suptcoo | a long time to shake hands! |
| 3. Leahw | Time to free one! |
| 4. Karsh | It might be all white! |
| 5. Revdi abcus | Breathing below |
| 6. Krewc pihs | Dive to investigate |



Disney has just made a film called Atlantis - the Lost Empire. It's all about an expedition to find a lost underwater city. In the film the cartoon characters go off in a submarine and have many adventures on the way.

This film is just one of many stories and films about Atlantis, but did it really exist?

Susie and Jack have found out that the first person to write about Atlantis was a famous writer called Plato.

Plato wrote his stories and books in ancient times, about 360 BC.

In one of his stories he wrote about a city ruled over by the god of the sea, Poseidon. Plato made it sound like a wonderful place with a hill in the

middle of the island. On the hill was a temple with a giant gold statue of Poseidon riding a chariot and pulled by winged horses.

But, according to Plato, the people of Atlantis became greedy so the great god Zeus decided to punish them. He gathered all the gods together and flooded their city.

So, it was Plato who first mentioned Atlantis.

Since that day many people have been trying to find out if the incredible city really did exist. But nobody knows for sure if it was real or just a good story - what do you think?

MESS DECK

Well, you all sound like you had some great holidays!

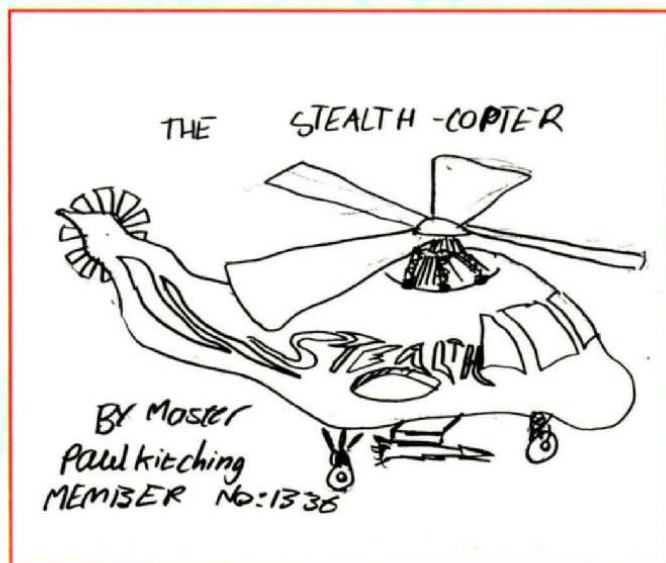
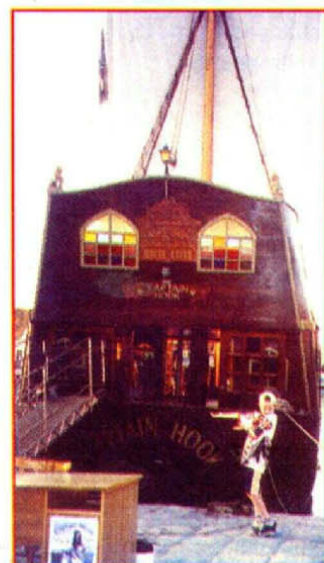
Thanks to Thomas Woods for sending us a picture of a pirate's ship, just like Captain Plank's!

Hello to Carly Salter - you sound like you had a really cool birthday treat!

Paul Kitching has been really busy drawing again. Here's just one of his pictures. Can you draw like Paul?

Send Captain Plank your pictures and they could appear right here in the Mess Gallery!

Now you're back to school don't forget to keep writing. The crew are back to their lessons too and they need your letters to cheer them up!!



YOUR CHANCE TO WIN A TOMB OF DOOM

A kids action game where being scared is fun!!

Players must undertake one of the five mythic challenges to win a magic key. But only **one** of the **eight** keys unlocks the treasure chest. The others awaken the **Sleeping Skull** which explodes into life with grinding teeth, wobbling eyes and terrifying laughter that could waken the dead-



TO WIN ONE OF THESE EXCITING AND ENTHRALLING GAMES SIMPLY ANSWER THE FOLLOWING QUESTIONS:-

- Q 1) How many mythic challenges are there?**
Q 2) What has grinding teeth, wobbling eyes and terrifying laughter that could waken the dead?

Send your answers with your name, address and membership Number to:-

"TOMB OF DOOM" COMPETITION,
 THE GANGPLANK CLUB, NAVY NEWS, HMS NELSON, QUEEN STREET, PORTSMOUTH, PO1 3HH
CLOSING DATE FOR ENTRIES - 9th NOVEMBER 2001.

The Editor's decision is final. Relatives and employees of Navy News are ineligible.

TEST YOUR KNOWLEDGE OF THE DEEP!

Try Technocat's quiz - answers on the supplement back page.



1. What ship sank on its maiden voyage from Southampton to New York in 1912?
2. What do divers wear on their feet to help them swim underwater?
3. What do submarines use to keep a look out when under the surface of the ocean?
4. What was the lost underwater city called?
5. What was the name of the whale that has featured in lots of children's films?
6. How does an Octopus confuse its enemy?
7. How do Whales breathe?
8. How many "arms" does a squid have?
9. What does the french word "moules" mean?
10. What is kelp?

AMAZING UNDERWATER FACTS!

1. In August this year four Austrian divers stayed under water for nearly two days to break a world record. They sat in a giant aquarium in a shopping centre for 41 hours. To stop them getting bored they played Ludol!
2. The first aqua-lung, allowing divers to breathe underwater was invented in 1942 by Frenchmen Jacques Cousteau and Emil Gagnan.
3. Lighthouses, which show boats where there are dangers underwater, were first used in the Mediterranean. The first ones used torches of burning tar.
4. The Echo sounder, which records how much water is below a boat, was invented in 1912. It works out the depth by bouncing a pulse of sound off the sea bed.
5. One of the biggest sharks ever caught weighed in at 1,199.3 kg. It was caught in South Australia by a man called Alfred Dean in 1959.
6. There is enough salt in the oceans to cover all the continents with a layer 150 metres thick.
7. The deepest point in the oceans is 11,022 metres below sea level. It's in the Pacific Ocean.
8. Sharks have a fantastic sense of smell, they use it to home in on their prey. The part of their brain that deals with smell and hearing is twice the size of the rest.
9. In the oceans off the Galapagos Islands, off the Eastern coast of South America, bacteria grow in the hot underwater springs. Strange creatures feed on the bacteria including worms 3 metres long!
10. The US Navy has used trained killer whales to retrieve lost torpedoes from the ocean bed



GIANT 4 TO HELP RECOVER KURSK FROM THE DEEP

On Saturday August 12, 2000, the giant Russian nuclear submarine, Kursk sank in the Barents Sea, north of Norway, after a number of explosions on board.

Kursk is an Oscar II Class submarine. She is special because she is believed to have secret modern weaponry on board.

In the days after the submarine sank, Russian, Norwegian and British divers all tried to reach the submarine to see if anyone was alive inside, but the conditions were very bad with continuous dark, rough seas. When the divers eventually managed to look in a hatch they found the submarine was flooded. Sadly the 118 crew on board had not survived.

Since the sinking there has been a lot of work done to bring the Kursk back to the surface. For several months divers have been working to clear away the silt and sand that is covering the submarine. Now, after months of careful planning, a huge lifting platform called Giant 4 is going to be towed in place. Underneath the platform will be 26 very strong wires called hoisting lines that will be attached to the hull to pull up the submarine.

The Barents Sea is close to the Arctic Ocean and can be very rough. To make sure that the submarine is not damaged when lifted special equipment has been put on the end of hoisting lines to enable them to react to the sea conditions.

Before the Kursk is lifted the badly damaged front section will be sawn off. The submarine is huge and this will be a difficult and dangerous job. There are still some torpedoes and missiles in this part of the submarine. Divers cannot be used so the job will be done by robots. They will be controlled from a platform above the sea.

If all goes to plan the submarine will be carried underneath the platform and put in a dry dock in a port called Murmansk in Northern Russia.

Everyone will feel very sad for the families of the crew who died on board, but it will also be an amazing operation if the submarine can be raised and brought back to land.

Captain Plank will keep you updated on what happens to the Kursk.

AN UNDERSEA SPECIAL FOR HUNGRY URCHINS!!

Why not surprise your friends and cook up something special from the sea. Jack has found this great recipe for...

CRUNCHY TUNA PIE

You will need

1 200g tin of Tuna ; 1 tablespoon of tomato sauce ; 1 spring onion, finely chopped
3 medium size potatoes, cut into thick chunks ; A knob of margarine ;
1 packet of ready salted crisps ; 50g of grated cheese

1. Ask an adult to help you open and drain the tuna and chop the spring onions.
2. In an ovenproof dish mix the tuna, tomato sauce and chopped onions
3. Put the chopped potatoes in a large saucepan, cover with water, bring the water to the boil and then simmer for 15 minutes.
4. When the potatoes are soft mash them with the margarine and spread over the tuna mix.
5. Crush the crisps in the packet before opening it. Then sprinkle them over the mashed potato, sprinkle the grated cheese over the crisps.
6. Bake the pie in the oven at Gas mark 6/200°C/400°F for 20-25 minutes until it is nice and hot.
7. Serve with some nice crusty bread and your favourite vegetables.

DEEP SEA CHUCKLES!

What do you get if you cross a snowball with a shark?
Frostbite!!

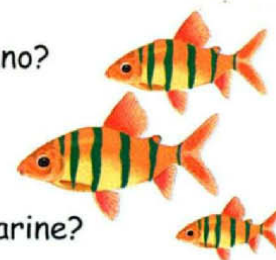
What's the difference between a fish and piano?
You can't tuna fish!!

What do you call a baby whale?
A little squirt!!

What did the sardine say when it saw a submarine?
Look, a can of people!!

What do you get if you cross a shellfish with a nuclear warhead?
A guided mussel!!

What lies at the bottom of the sea and trembles?
A nervous wreck!!



COULD YOU WORK UNDER THE OCEANS?

Has all this talk of underwater adventure made you keen to work under the oceans when you're older?

Bert the Deck Hand has been finding out about jobs under the sea.

ROYAL NAVY DIVER

Divers in the Navy can expect to work in some of the most advanced Minehunter ships in the world today. Divers are used once the ship has found a target, using its minehunting sonar, to identify or even countermine an object.

If you join one of the shore-based diving teams the range of tasks you will



perform is extensive. Underwater engineering on ships of the Fleet will feature in your day-to-day work; you will conduct a range of survey operations and then, perhaps, large engineering tasks including propeller blade removal.

On the road with the team whilst covering Explosive Ordnance Disposal (EOD), life will be one long adventure, one day disposing of a Second World War mine dragged

up by a fisherman or just collecting, and disposing of, old pyrotechnics found by the Coastguard.

To be a Diver in today's Navy you must be prepared to work in a small diving team capable of adapting to lots of different jobs. You will be taught Seamanship skills, essential Diver First Aid, Firefighting and Damage Control techniques.

WHEN CAN YOU START?

To join the Royal Navy as a Diver you need to be over 18. You will be required to attend and pass a 4 day Aptitude Course at the Defence Diving School in Portsmouth where you will be expected to pass a Diver's fitness test. The basic requirement is to run 2.4 km in 11 minutes and you will also undergo a number of strength tests. Before attending the aptitude course you will need to complete a diving medical, the details of which are available at the recruiting office. A good general education is also needed.

COMMERCIAL DIVER

Commercial divers are used for all sorts of jobs, such as repairing underwater pipes, clearing underwater problems on the bottom of ships and installing equipment underwater.

If you would like to be a full time diver then the best thing to do is to start diving as a sport. You can take scuba courses at Dive Centres all around the country. To take an approved course you usually need to be at least 12 years old.

When you have some good experience you can then



take the next step by taking the Commercial courses. These are approved by a Government body called the Health and Safety Executive and allow you to take money for doing diving jobs.

One of the biggest diving schools in Great Britain is in Fort William in Scotland. There you can learn to use tools underwater, to go in Dive Bells and to control remote underwater equipment.

Diving as a job can be very rewarding, but you have to be pretty tough and very fit!

Pictures of divers courtesy of Andark Diving
Tel: 01489 581755

PRESS GANG

ANOTHER SUCCESSFUL PRESS GANG ASSIGNMENT!

The Press Gang is pleased to welcome Kathleen Adams. She was sent on a special assignment to the International Festival of the Sea in Portsmouth.

Kathleen met our Young Reader's pages Compiler Tracey Clarke and got a bird's eye view of the show piece battle "Operation Island Storm" from RFA Argus. Captain Plank and Tracey would like to thank Cdr David Carpenter and Lt Mark Wakeford from the Festival of the Sea Press Office who helped Kathleen with her assignment.

Here's Kathleen's report...

On Sunday, 26th August 2001, I went to the International Festival of the Sea at Portsmouth harbour.

The International Festival of the Sea has been held before at Portsmouth in 1998. The last time only the Navy took part, this year the Navy, Army and RAF were all there. For the first time ever the USS Winston S Churchill visited Britain as well as being the first time it has

visited a foreign country.

This American ship will always have a Royal Navy Officer serving on her. I was lucky enough to stand very high up on the bridge of a big ship to watch the rescue. There were lots of explosions and aircraft flying about. In another part of the show there were lots of sailing ships, some were very small, some were very big, some were very old and some were very new. There was also a very large



Kathleen Adams



Tall Ships at IFOS

orange liferaft that could hold 101 people. There was a Georgian street market which was very busy, but it had lots of bargains. All the stallholders were dressed up in costume. Our base was a very old building which dated from the 1970's. Everybody was kind and helpful and I got to ride in a buggy.

ATTENTION

- We are looking for more members to report on very special events. Could you be one of our Press Gang?

Write Captain Plank a report about one of your favourite subjects. Your report must be no longer than 200 words. Write your name and address on the back of the paper and send it to The Press Gang at the Gangplank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH. Your report must reach us by the end of 2001. Press Gang members must be under 14.



The crowds waiting to visit Type 23 Frigates

YOU COULD WIN THIS LIMITED EDITION PRINT

From Royal mail, of the 45p stamp which features a 'UNITY CLASS SUBMARINE' originally issued as a set of four last April. The Print is tastefully framed in brushed gold and contains the full set of four submarine stamps postmarked on the day of issue.

Runners up will receive 'Unseen and Unheard's 20 page Prestige Stamp Book written by Commander Jeff Tall OBE, RN, which includes 4 stamp panes including these Flags and Ensigns stamps shown on the right.



TO WIN ONE OF THESE SUPER PRIZES JUST ANSWER THE FOLLOWING QUESTION:

WHAT TYPE OF SUBMARINE IS FEATURED IN THE LIMITED EDITION PRINT?

SEND YOUR ANSWER WITH YOUR NAME, ADDRESS AND MEMBERSHIP NUMBER TO:- LIMITED EDITION PRINT, THE GANGPLANK CLUB, NAVY NEWS, HMS NELSON, QUEEN STREET, PORTSMOUTH, PO1 3HH.

CLOSING DATE FOR ENTRIES 9th NOVEMBER 2001

The Editor's decision is final - Relatives and employees of Navy News are ineligible to enter.

50 PRESENTATION PACKS OF CHRISTMAS STAMPS TO GIVE AWAY TO OUR MEMBERS

These lovely stamps featuring Robins are the first self adhesive Christmas Stamps issued by Royal Mail and will be on sale from November 6th at post Offices etc. They can be bought individually or in books of 12 First (£3.24) and 24 Second (£4.56.) Royal Mail Orderline 08457 641 641. On line at www.royalmail.com.



FOR YOUR CHANCE TO WIN A SET

Send us your name, Address and membership number to:-

Robins Xmas Stamps, The Gangplank Club, Navy News, HMS Nelson, Queen Street, Portsmouth, PO1 3HH

Closing date - 9th November 2001

The Editor's decision is final - relatives and employees of navy news are ineligible to enter.



Captain Plank's a pirate, of course - and the pirates flag is the "skull-and-crossbones" or "Jolly Roger".

A hundred years ago, when the Royal Navy bought its first submarines, the admirals didn't like them much. They said submariners were a bunch of pirates. But the submariners quite liked that idea. So, soon after in World War I, one of them flew a Jolly Roger when he came back from a successful patrol. Later on, in World War II, other submarine captains copied him - and soon all of them were doing it.

As well as the skull-and-crossbones, they put other things on the black flag as well - a red bar to show they had sunk a warship, a white one for an enemy merchant ship and so on.

The RN Submarine Museum at Gosport has a big collection of these flags - some of them were sewn by nuns at a convent in Malta!

And some of them have some very strange extra bits sewn on. There is even a railway train, from when one of our submarines came to the surface and fired its gun at a train carrying enemy troops along the coast.

Captain Plank's favourite though is a can opener on a flag. The boat (submarines are 'boats' not 'ships') was brought to the surface by an enemy ship - but then rammed her, cutting open her bottom with one of her hydroplanes!

Much later, in 1982, when HMS Conqueror came home from the Falklands War, she flew her own pirate flag - with a silhouette of a warship sunk and a dagger to show a secret operation.

Conqueror had been at sea for 90 days - most of the time under water - around the Falkland Islands, helping to protect the rest of the British Task Force.

Birthday Congratulations!

Thomas Anderson	Shaunna Evans	Hayley O'Grady
Charlotte Baker	Kelly Forster	Sean O'Rourke
Rhys Barber	Scott Foster	Darren Phillips
James Barber-Batten	Andrew Fowler	Steven Quilter
Damian Barker	Robert Fysh	Rebecca Quinn
Christopher Barnes	James Gardener	Ellis Reader
Karina Barnett	James Garrity	David Roach
James Bennett	Helen Gent	James Roberts
Nicole Bernier	James Harding	Vicky Roberts
Jack Best	Liam Hart	Bernadette Roberts
Joseph Bird	Laura Haskins	Sophie Rogers
Owen Bonini	Adam Hawes-Wray	Adebambo Salawu
Ruari Box	Samuel Hayward	Jack Sargeant
William Britton	Michael Holyoak	Liam Scales
Matthew Broxton	Joseph Hopkins	Jacob Shanks
Michael Burford	Penelope Hughes	Clark Simmon
Joshua Burnham	Martin Hunter	Zoe Smith
Daniel Butcher	Roger Irwin	Jack Somers
Bret Butler	Jackson Jenkins	Lisa Southworth
Richard Butler	Rebecca Jones	Charles Stewart
Joseph Buttrick	Floyd King	Maria Stone
Louise Carle	David Kiriakidis	Donna Swarbrick
Michael Carr	Paris Kirk	Rebecca Swarbrick
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PAGE 2 ANSWERS ~1. submarine; 2. octopus; 3. whale; 4. shark; 5. scuba diver; 6. ship wreck

PAGE 3 ANSWERS ~ 1. Titanic; 2. Flippers; 3. Periscope; 4. Atlantis; 5. Willy; 6. Releasing ink into the water; 7. Through a blowhole; 8. 10; 9. Mussels; 10. Seaweed